December
1930

MOTOR BOATING

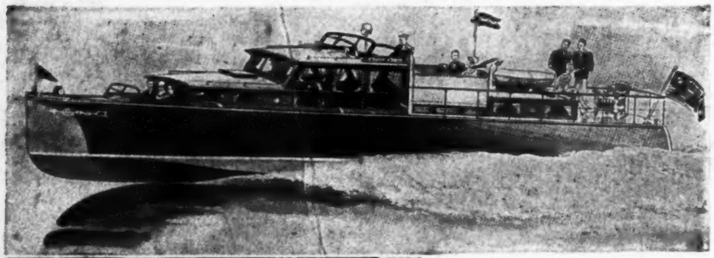
35 Cents

The Yachtsmen's Magazine

NELSON
GROFE

Crosley Radio is Standard Equipment in Fine Craft

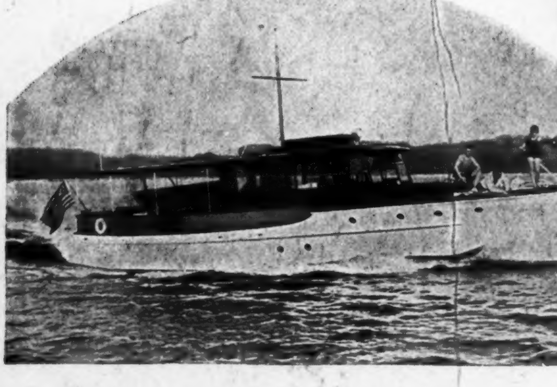
WHILE the installation of Crosley Screen Grid Battery Radio in water craft is not as costly as other similar installations, it is a notable fact that you'll find Crosley Radio in the finest craft afloat. In the adoption of Crosley Radio by boat builders as standard equipment, quality of performance alone has been the deciding factor. At the last New York show there were eighteen boat builders of national reputation who displayed models equipped with Crosley Radio, either as standard equipment or as an added accessory. It can be installed in your present boat or specified to be built into any craft you may purchase. It is fully shielded from all motor noises and is free from outside electrical disturbances. Your Crosley dealer can supply you with full information.

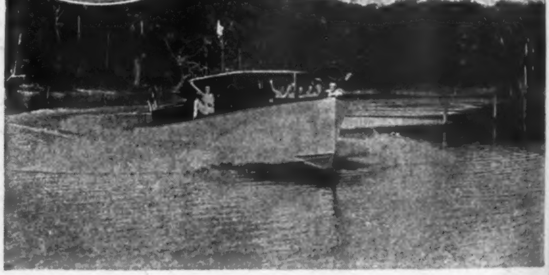


AT LEFT: This illustration shows a Crosley Screen Grid Battery Receiver with Power Speaker as standard equipment in the new CHRIS-CRAFT YACHT, Model 123, the finest CHRIS-CRAFT ever launched and the flagship of that famous fleet, shown under way above.

IN CIRCLE: Interior of the FAIRFORM FLYER built by Huckins Yacht Corporation of Florida showing installation of Crosley Screen Grid Battery Receiver with Power Speaker and phonograph. This equipment is standard in this fine craft, illustrated under way below.

BELOW: The ELCO «38» under way. This craft is from the Elco yards at Bayonne, N. J., and has installed in it a Crosley Screen Grid Battery Receiver with Power Speaker as standard equipment.



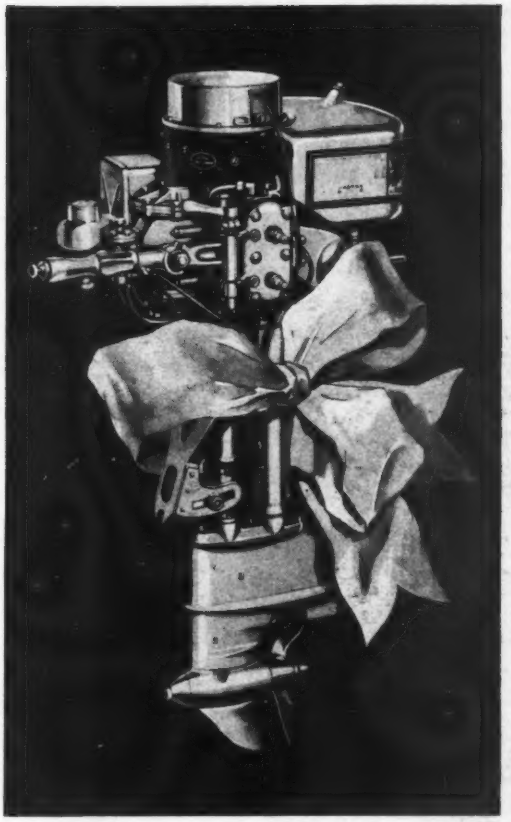


THE CROSLEY RADIO CORPORATION POWEL CROSLEY, JR., *President* **CINCINNATI, OHIO**

Home of WLW - - *"the Nation's Station"*

You're *THERE* with a Crosley

CROSLEY RADIO



A GIFT that will stir every imagination

and make this a never-to-be-forgotten Christmas

What if it *is* December? What if the whole outdoors is in the clutch of Old Man Winter? Here is a gift—a wonderful *family gift*—that will bring visions of summer to old and young—glorious visions of vacation, camping, of shady, river highways—rushing streams and sparkling lakes—and of a swift little boat. Could any *commonplace* gift have the thrill of this—a gift for the *whole* family, for years of outdoor recreation?

And could it be anything but a Johnson Sea-Horse Motor?—the motor that starts 50% easier (due to the Release Charger, or Alternate Firing feature, exclusive Johnson developments); that navigates shallow streams or shoals, or can be beached without fear of damage (due to full-tilting propellers that raise automatically over any obstructions); that has the quiet, underwater Exhaust which muffles noises and eliminates noxious fumes, a Johnson idea; the Full-Pivot Steering; the efficient carburetor, an *exclusive* Johnson feature, that cuts fuel consumption.

These are only a few of the many features—outboard motor improvements—that Johnson has contributed to the pleasure, convenience, reliability and economy of outboard motoring.

Give this Johnson Christmas idea, the *family* gift, serious thought. Your enthusiasm for it will grow. (If you're thinking of Dad, what could be a more ideal gift from all the family?) Write or ask your dealer for the Johnson color catalog showing all Sea-Horse models and the Johnson Boats that can be bought with the motors as Matched Units. Also inquire about the Johnson small monthly payment plan.

JOHNSON MOTOR COMPANY, 3020 Pershing Road, Waukegan, Ill. In Canada: Canadian Johnson Motor Co., Ltd., Peterboro, Ont. *World's Largest Manufacturer of Outboard Motors and Matched Units.*

Sea-Horse "32" Electric Starting 4-Cylinder

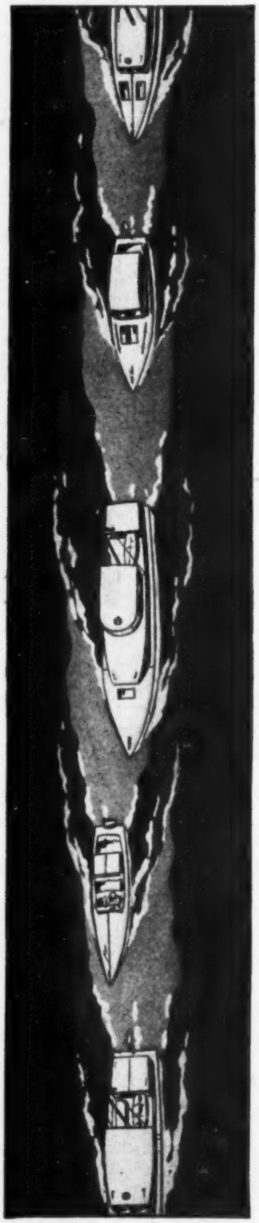
Other Johnson models from $125 for the Sea-Horse "Single" which weighs only 27 lbs.—the lightest outboard made—to the electric starting Sea-Horse "32" at $395 (illustrated above). All prices F. O. B. Waukegan. There is a Johnson Sea-Horse model for every small boat need. Models have full-tilting propellers and under-water exhaust. Write for catalog.

SPEED!
Johnson Sea-Horses hold more speed records than all other makes combined.

JOHNSON *Matched* UNITS
SEA-HORSES & BOATS

MoToR BoatinG, December, 1930. Volume XLV, No. 6. Published monthly at 57th Street at Eighth Avenue, New York, U. S. A., by International Magazine Co., Inc. Yearly subscription price; United States, $3.00; Canada, $3.00; Foreign, $4.00. Entered as second-class matter April 15, 1925, at the Post Office at New York, under the act of March 3, 1879. (Printed in U. S. A.)

NEW COATS for proud craft that CRUISE SOUTHERN WATERS



WHAT self-respecting boat, spending the winter in exclusive southern waters will be content to wear last year's coat of paint and varnish while her neighbors are arrayed in spotless white?

For more than a hundred years Edward Smith Paints and Varnishes have been the choice of experienced boat owners. They know that the quality is unquestionable; that the life of the finish will be longer; and that the cost will be far less in the long run than less famous paints and varnishes that might be slightly "cheaper."

Owners of boats that will be south for the winter will be glad if they use Smith Paints and Varnishes to refinish them. To the left are listed some Southern Distributors, any of whom will be glad to be of service.

"I'm too old to use anything but the BEST!"

CHARLESTON, S. C.
J. J. W. Luden & Co.
JACKSONVILLE, FLA.
Geo. E. Chase & Co.
EAST PALM BEACH, FLA.
Palm Beach Mercantile Co., Inc.
MIAMI, FLA.
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KEY WEST, FLA.
Thompson Fish Co., Inc.
NEW ORLEANS, LA.
Alker-Donovan Co., Inc.
HOUSTON, TEXAS
Southwest Hardware & Marine Supply Corp.

SMITH
YACHT WHITE
SEMI-GLOSS
½ GALLON
E.S.
1827
& Co.
EDWARD SMITH
& COMPANY

EDWARD SMITH & COMPANY

LONG ISLAND CITY, N. Y.

Makers of paints and varnishes for marine use for more than a century

Who Uses... And Specifies...DUPLEX MARINE ENGINE OIL?

CHRIS-CRAFT	MATTHEWS
DEE-WITE	MURRAY & TREGURTHA
DODGE	NIAGARA
DOWN EASTER	RICHARDSON
FAIR FORM FLYER	SEA-LYON
FLEETWING	SCRIPPS
GAR WOOD	STERLING
HADLEY	U. S. MOTORS (FALCON)
KERMATH	VINYARD

THESE boat and engine builders—among others—are the recognized and outstanding leaders of the industry. They *know* how vital is lubrication. They *know* that the speed of a boat depends upon its engine—and that engine performance depends upon lubrication.

These builders *know* that while an automobile engine works at maximum barely 2% of its life, a marine engine works at maximum 90% and more. They *know* that an oil to stand up day after day in service afloat *must be made for marine requirements.* Because they know these things—*and because they know DUPLEX MARINE ENGINE OIL*—they use it and specify it.

And remember, that in racing Duplex Marine Engine Oil was again used by Gar Wood in successfully defending the Harmsworth Trophy—was used by Wigglesworth in defeating 26 competitors in the Dodge invitation race—was used by Wilkinson in winning the Albany-New York Outboard race—was used by Prosser in winning the Albany-New York Inboard class—was used by Pregenzer in setting the new all-time world's outboard record of 50.932 miles per hour—was used by seven of the eight outboard drivers who set new world's records at Middletown, Conn., October 11-13.

We say again, "*Those who are out to win use Duplex.*"

DUPLEX
MARINE
ENGINE OIL
ENTERPRISE OIL COMPANY
Buffalo
New York

ENTERPRISE OIL COMPANY, INC.
ESTABLISHED 1884
BUFFALO, NEW YORK

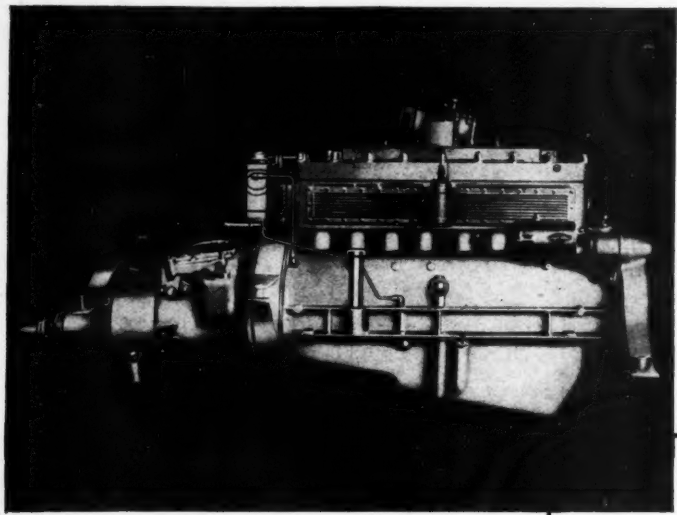
WHOLESALE DISTRICT DISTRIBUTORS IN
Baltimore Boston Chicago Cleveland Detroit Houston Miami New Orleans New York Palm Beach Philadelphia St. Louis
Pacific Coast Distributors:* Portland, *Beebe Co.;* San Diego, *R. V. Morris & Co.;* San Francisco, *B. H. Hebgen Co.;
Seattle, *Sunde & d'Evers Co.;* Vancouver, *Hoffars, Ltd.;* Wilmington (Calif.), *Ets—Hokin & Galvan*
DEALERS WHEREVER BOATS FLOAT

REDUCTION GEARS

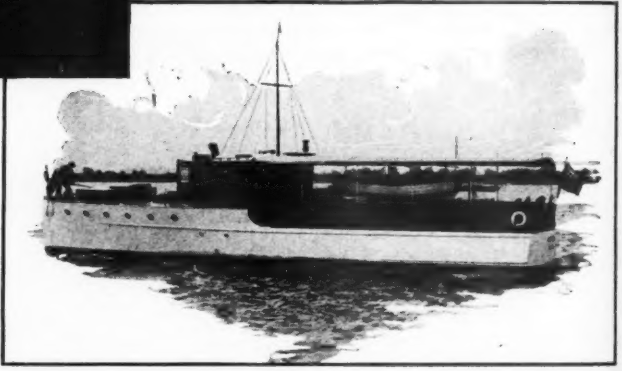
MEAN SMALLER ENGINES IN BIGGER BOATS

THERE was a time when the need for high power at low propeller speeds could be served only by ponderous "heavy duty" engines. They were costly to buy and to operate and occupied engine room space that cramped other accommodations.

Today, this problem can be solved easily by installing a Chrysler Marine Engine with built-in reduction gears. The saving in money, weight and space will be reflected in better performance, more spacious accommodations, greater comfort and economy. *For further information, address the Amplex Manufacturing Company (Division of Chrysler Corporation) Detroit, Michigan, or any of the distributors listed below.*



Chrysler Majestic Marine Engine 8-cylinder 3½" bore x 5" stroke. Equipped with built-in 2 to 1 reduction gear, developing 145 B.H.P. at 1400 r.p.m. on propeller shaft.



"Katia" owned by Mr. Ralph Earle, of Philadelphia, Pa. Length 60 ft., beam 12½ ft. Powered with two Chrysler Majestic Marine Engines, with built-in reduction gears.

DISTRIBUTORS

NOYES MARINE SALES
Boston, Mass.
MARINE EQUIPMENT & SUPPLY COMPANY, INC., Philadelphia, Pa.
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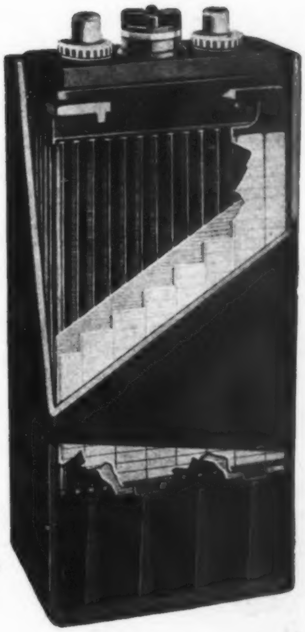
Chrysler **MARINE ENGINES**

CHRYSLER MOTORS PRODUCT

A LOOKOUT *in the* ENGINE ROOM



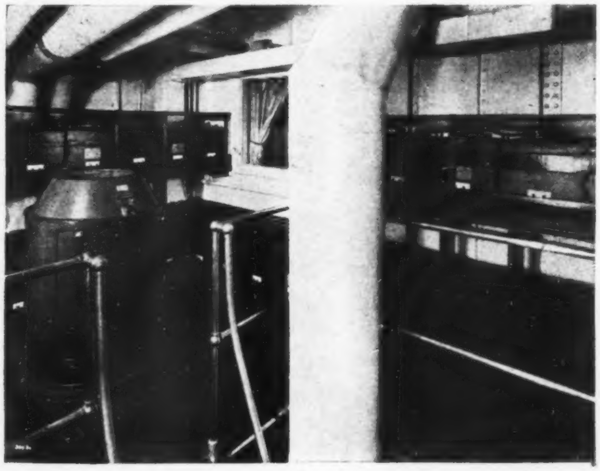
EXIDE-IRONCLAD BATTERY Cell cut away to show construction.

ON watch twenty-four hours a day... reliable beyond a doubt... down in your engine room the Exide-Ironclad Marine Battery is ready at all times to jump into service.

That's because, operated with the Exide Marine Floating Battery System, the battery is floated in one series across the main bus—with suitable generator adjustment. This enables it to function *automatically* and instantly in case of emergency—generator failure. The battery also absorbs peak loads on the generator; thus avoiding, to a large extent, fluctuating lights. And the generators automatically charge the battery when in operation.

Each construction detail of the Exide-Ironclad is designed to give long life at low cost. The unique slotted rubber tubes of the positive plates retain the active material but allow free access of the electrolyte. This assures you a steady and reliable source of current in all kinds of weather and for an unusually long period of time.

Let us tell you in more detail how you can benefit by the Exide Marine Floating Battery System. Our interesting folder, Form 3306, describing this system is yours for the asking. Write for it today.



NEAT, COMPACT, RELIABLE. The Exide-Ironclad Battery installed and used with the Exide Marine Floating Battery System in one of the most outstanding yachts recently launched.

Exide

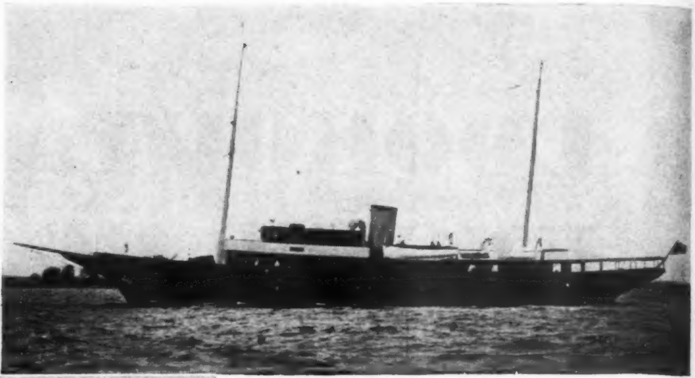
MARINE BATTERIES

THE ELECTRIC STORAGE BATTERY COMPANY, Philadelphia

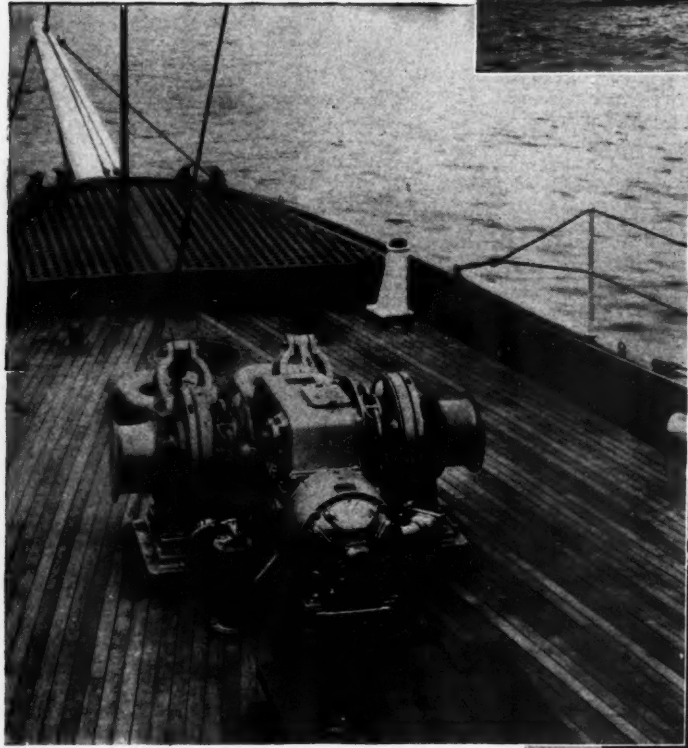
THE WORLD'S LARGEST MANUFACTURERS OF STORAGE BATTERIES FOR EVERY PURPOSE

Exide Batteries of Canada, Limited, Toronto

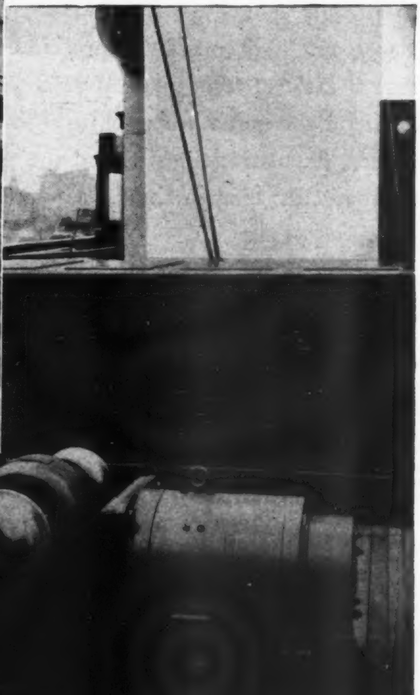
A-E-CO Equipped — The Gielow



The GIELOW — Length 191'. Designed by Henry J. Gielow, Inc., for the president of the company, Mr. J. A. MacDonald. Built by Bath Iron Works Corp.



Left—A-E-CO Type "T" Windlass.



Above—A-E-CO Electric Hoist.

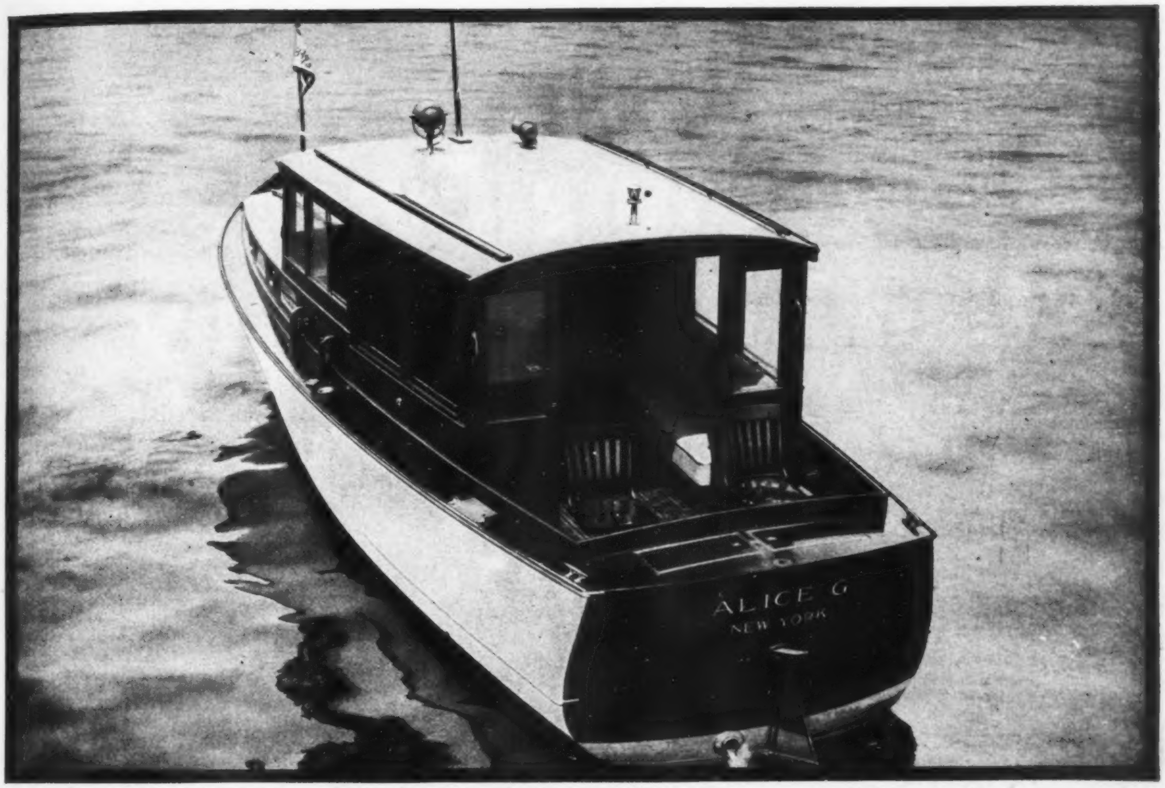
HERE is a yacht built to please an expert—and A-E-CO equipped. Strong, reliable, handsome—for years A-E-CO Deck Auxiliaries have been selected by the owners, architects and builders of fine boats. On smart little cruisers or great sea-going yachts, A-E-CO Deck Machines have a reputation for fine performance. They are the choice of a leading designer for his own yacht.

Send for catalogue of yacht auxiliaries, describing the complete A-E-CO line of steerers, windlasses, hoists, davit winches, etc.

AMERICAN ENGINEERING COMPANY · PHILADELPHIA · AE CO

AMERICAN ENGINEERING

AMERICAN ENGINEERING COMPANY, 2419 ARAMINGO AVENUE, PHILADELPHIA



Note the swivel chairs and fish tanks which make fishing from this Elco Cruiser more convenient . . . .comfortable.

In Southern Waters . . . *Fish from Your Own* Elco

VISIT PORT ELCO, NEW YORK, OR WRITE FOR COMPLETE INFORMATION

You are invited to visit Port Elco, 247 Park Avenue (at 46th Street), New York, where the Elco Fleet is now on display. Or, address Dept. B-D, Port Elco, for full particulars and descriptive literature. (Plant and Marine Basin at Bayonne, N. J.)

Elco Cruisers are Displayed, Sold and Serviced by:

PORT ELCO
247 Park Avenue, New York, N. Y.

PORT ELCO OF BOSTON
126 State Street, Boston, Mass.

ARTHUR SEAGREN
6TH AND WATER STREETS, WASHINGTON, D.C.

EASTERN MARINE & YACHT CO.
354 HOWARD AVENUE...BRIDGEPORT, CONN.

ROY M. BREWSTER
BAY SHORE..............LONG ISLAND, N. Y.

FULTON MARINE CO.
138-140 EAST 4TH STREET..CINCINNATI, OHIO

W. J. H. DYER
THE ANCHORAGE..........PROVIDENCE, R. I.

BARRACUDA . . . sailfish . . . amber jack . . . Southern fishing will soon be in full swing. Choose your own favorite spot for fishing this year . . . come and go as you please . . . have your own Elco Cruiser. If you plan to stay for any length of time, it is really cheaper to have your own Elco . . . Elco will gladly assume all the details of getting your boat South . . . arrange transportation and insurance . . . Several models of Elco Cruisers are especially adapted for game fishing. Swivel chairs, fish tanks and pole racks can be added at moderate extra cost. *All* models of Elco Cruisers will make your fishing more comfortable, and convenient—and help you in your quest for more and bigger fish.

Elco
CRUISERS

THE ELCO FLEET

TWENTY-SEVEN FOOT MARINETTE	$3,475
THIRTY-FOOT VEEDETTE	$5,750
THIRTY-FIVE FOOT CRUISETTE	$7,750
THIRTY-EIGHT FOOT CRUISER	$11,850
FORTY-TWO FOOT CRUISER	$17,500
FIFTY-FOOT MOTOR YACHT	$26,500

(Afloat, Bayonne, N. J.)

(Elco operates a liberal financing plan for those wishing to purchase cruisers out of income.)

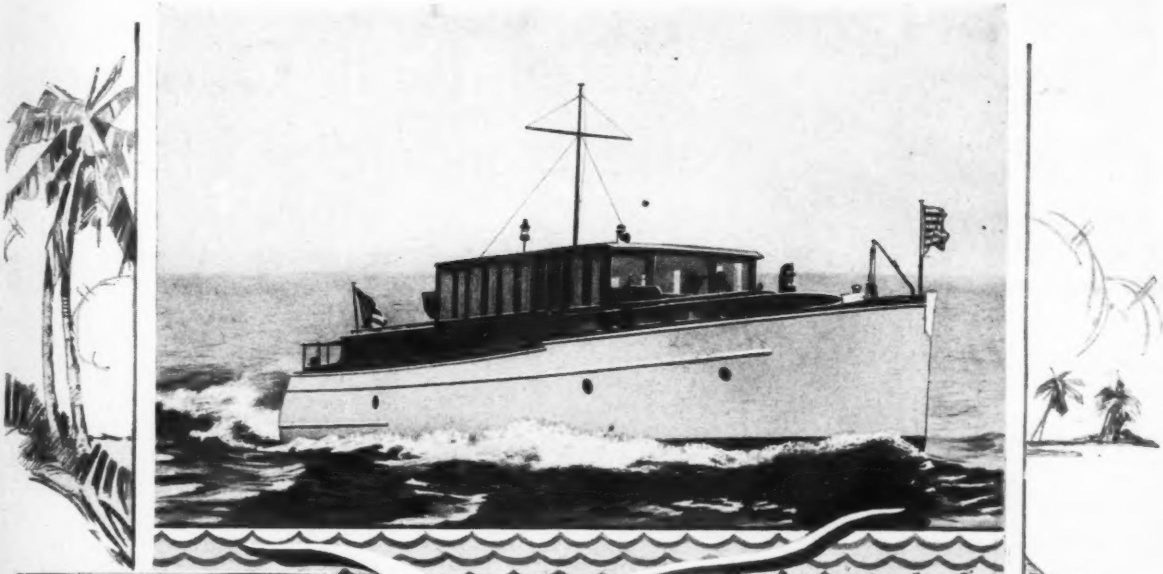
Nothing *Finer* Can Be Said of Any Motor Boat Than, It is -

POWERED
BY
LYCOMING

LYCOMING MOTORS

LYCOMING MANUFACTURING CO.
WILLIAMSPORT, PENNSYLVANIA

It is significant that Dodge Boats are exclusively powered by Lycoming Marine Engines.



Custom-built precision standardized in the Burger "46"

Every purchaser must decide for himself how much "*extra*" the term "custom-built" is worth to him in actual satisfaction. How much can he afford to spend for sheer exclusiveness?

On the other hand, how much can he *save* by taking advantage of standardized production? Only such boats can be standardized as have proven themselves worthy of the choice of enough buyers to warrant quantity production. The *Burger "46"* is the result of sixty-five years of "custom-built" experience, crystallized in a perfected, standardized model.

Is "custom-built" super-luxury worth more to you than the extremely moderate price of the *Burger "46"*? If so, you can depend upon 100 per cent value for every dollar you invest in a custom-built *Burger* boat.

Reserve your answer until you have thoroughly acquainted yourself with the *Burger "46"*. The coupon below will bring you full particulars. No obligation except sincere interest. Mail it today.

BURGER BOAT COMPANY, *Manitowoc, Wisconsin, U. S. A.*

BURGER

BOATS BEAUTIFUL

BURGER BOAT CO. MB-6
Manitowoc, Wis.

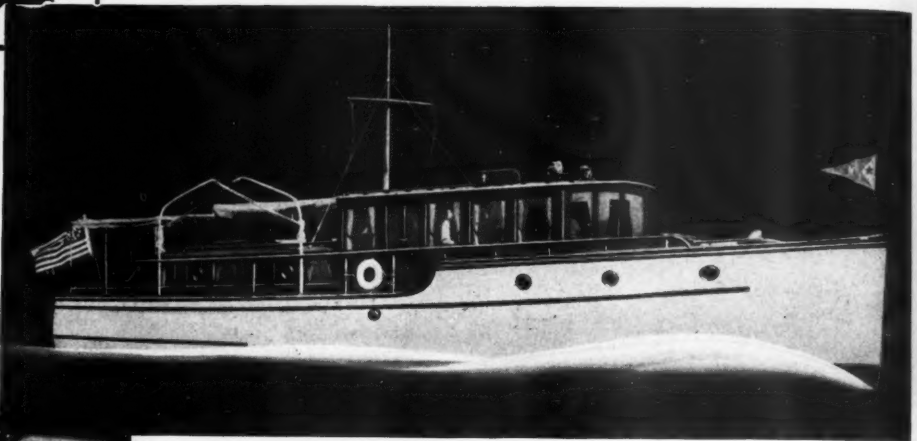
Please send me a copy of "The Masterpiece of a Pioneer Boat Builder".

Name ....

Address ....

City ....

Custom-Built Quality at a Standardized Price

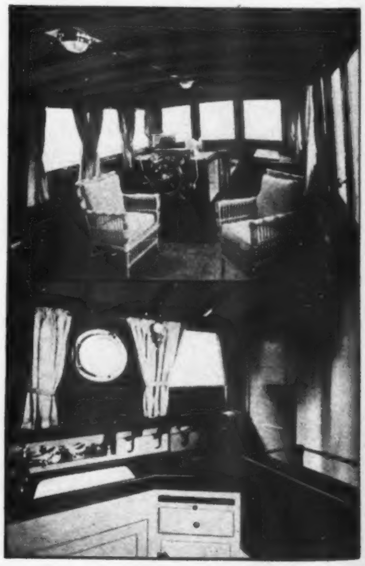


Aft and forward cabins of the Stephens "43" sleep eight. Each cabin has private lavatory.

Stephens "43" Cruiser

YACHTSMEN and long experienced boat builders are amazed at the fine quality, superior craftsmanship and unparalleled dollar-for-dollar value given in the Stephens "43". And now the new and improved 1931 model of this forty-three foot, twin-screw, enclosed bridge deck, double cabin cruiser is ready for immediate delivery at the low price of $14,950 in New York waters. Nothing else to buy except fuel and food; the Stephens "43" is delivered with china, silver, linen, drapes and blankets, in fact every essential item of furnishings and equipment.

Designed for deep sea cruising, beautifully finished, completely equipped and furnished with every desirable modern convenience for a party of eight, the Stephens "43" leaves nothing lacking. In construction the Stephens "43" follows the best custom practices with over-size strength throughout. The keel is one-piece Oregon pine; frames are steam bent clear white oak; planking is 1-1/16 inch white cedar, bronze screw fastened. All joiner work and trim are of Burma teak; side decks are of polished teak. Powered with two Scripps 100 h.p. engines, the Stephens "43" has a speed up to 17½ miles per hour.



At top: Enclosed bridge deck. Below: Corner of galley.

Write today for full particulars on the 1931 Stephens "43" or any of our other 1931 models, which include:

- 30' SINGLE AND DOUBLE CABIN CRUISER
- 32' SPORT CRUISER
- 36' DECK HOUSE CRUISER
- 45' RAISED DECK CRUISER
- 48' TWIN-SCREW COMMUTER
- 55' TWIN-SCREW CRUISER
- 86' TWIN-SCREW MOTOR YACHT
- 96' CRUISING YACHT

Fine selection of used boats, all sizes. List your boat with our brokerage department for resale.

S. CLYDE KYLE

General Motors Building
1775 BROADWAY
NEW YORK, N. Y.

Two Showrooms in California

Rialto Building
San Francisco, California

8725-27 Wilshire Blvd.
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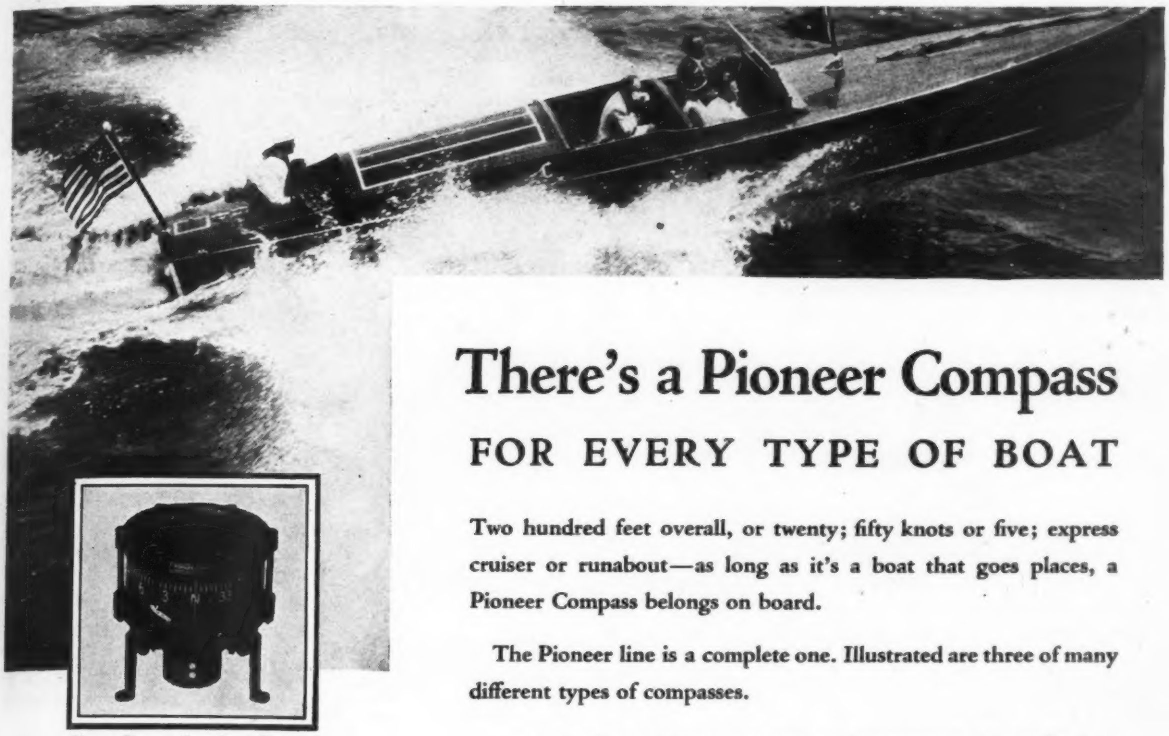
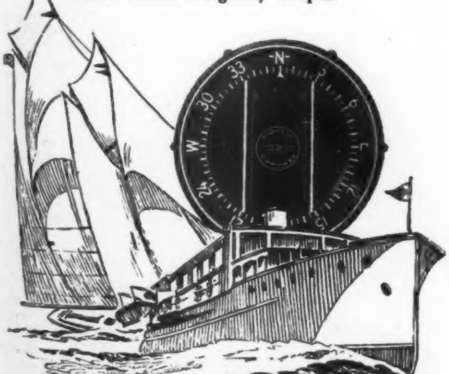


Above--Pioneer Speedway Compass

Below--Pioneer Compass 356

Below--Pioneer Straightway Compass



There's a Pioneer Compass

FOR EVERY TYPE OF BOAT

Two hundred feet overall, or twenty; fifty knots or five; express cruiser or runabout—as long as it's a boat that goes places, a Pioneer Compass belongs on board.

The Pioneer line is a complete one. Illustrated are three of many different types of compasses.

BACK TO MERIDIAN IN 30 SECONDS OR LESS

A quick turn will throw any compass off. But Pioneer Compasses installed on speed boats are back at meridian almost as soon as the boats are settled on their new course.

The Straightway is even faster. This recently developed compass, particularly suitable for larger motor ships and sailing yachts, has no overswing and practically no oscillation period.

MICROMETER COMPENSATION

Pioneer Speedboat Compasses are fitted with the famous Tittering-ton Micrometer Compensator. This exclusive Pioneer feature is entirely self-contained, and eliminates the loose magnets which formerly were the most practical means of compass compensation.

The Pioneer-Consolidated line includes all marine instruments and many different styles of instrument panels, widely known and distributed. If you do not know of a dealer who can supply you with a Pioneer Compass or other Pioneer or Consolidated equipment, we invite you to write to us.

PIONEER INSTRUMENT COMPANY

INCORPORATED • • • DIVISION OF BENDIX AVIATION CORPORATION
754 LEXINGTON AVENUE • • • BROOKLYN NEW YORK

309 DEARBORN BLDG., DEARBORN • BENDIX BUILDING, LOS ANGELES • 15 SPEAR ST., SAN FRANCISCO • 420 W. DOUGLAS ST., WICHITA • 5214 W. 63RD ST., CHICAGO
827 SUSSEX ST., OTTAWA • STERNPLATZ 13 JOHANNISTHAL-BERLIN • GENERAL EUROPEAN REPRESENTATIVE, M. CALDERARA, 11 BIS RUE MONTAIGNE, PARIS

The beautiful, comfortable, *Matthews "38" Double Cabin (Enclosed Bridge) Cruiser*, with individual accommodations for seven people on extended cruises. Standard equipment, 150 h. p. Kermath motor, provides a speed of 16 miles per hour. Built by The Matthews Company, Port Clinton, Ohio, one of the country's well known builders now using Climax Paints.

FINISHED with Climax Yacht White over Climakote—bottom protected by anti-fouling Climax Green Bottom Paint—The Matthews "38" Cruiser exemplifies the beauty that can be achieved by the use of suitable paints. Compounded expressly for the boating industry, Climax paints provide a more durable finish—impervious to salt or fresh water. More economical, because they save time and labor in applying. And a Climax finish is always distinctively beautiful, whether on a small runabout or palatial ocean going yacht. On sale from coast to coast.

THE CLIMAX CLEANER MFG. CO., CLEVELAND, OHIO

DISTRIBUTORS

New York City, The E. J. Willis Company—Boston, Mass. and Bangor, Me., Chase, Parker & Company, Inc.—Seattle, Wash., Pacific Marine Supply Co.—Detroit, Mich., Weisgerber Paint & Varnish Co.—San Francisco, San Pedro and San Diego, Cal., The C. J. Hendry Company—Miami, Florida, Paul's Boat Supply—Jacksonville, Florida, The S. B. Hubbard Co.

CLIMAX
BOAT PAINTS

THEY'RE OFF!

● Riding out terrific seas—plowing through combers that hide one boat from the other—the two Dee Wite 22-footers—en route from Detroit to Cairo, Illinois—are amazing the boating world—adding new luster to a respected name. Behind the valiant craft lies hundreds of miles of open water—conquered in cold and windy fall weather. Sleet, rain and high seas featured the run from Detroit to Buffalo.

At this writing the two boats are racing down the Atlantic seaboard to Miami, with Maude Hughes and Peggy Radcliffe, well-known sportswomen, at the wheel of one. Sirens shrieked and crowds cheered at the take-off from the Battery in New York.

Boating enthusiasts agree the Dee Wite 22-footer is a sensation. Unequalled for comfort, seaworthiness, ease of handling and all-around reliability, it is one of a complete line of moderately priced runabouts and cruisers for 1931. The new Lodge 8-cylinder 135 horse-power motor is a triumph—faultless in performance. Despite the terrific pounding, both endurance run engines have turned up to capacity—proved their exceptional reliability.

The 5000 mile run—conducted under supervision of the American Power Boat Association—will soon be finished and the facts complete. The results will be invaluable to prospective boat buyers and dealers. Learn how Dee Wite builds. Write for information.

DEE WITE, DETROIT, MICHIGAN

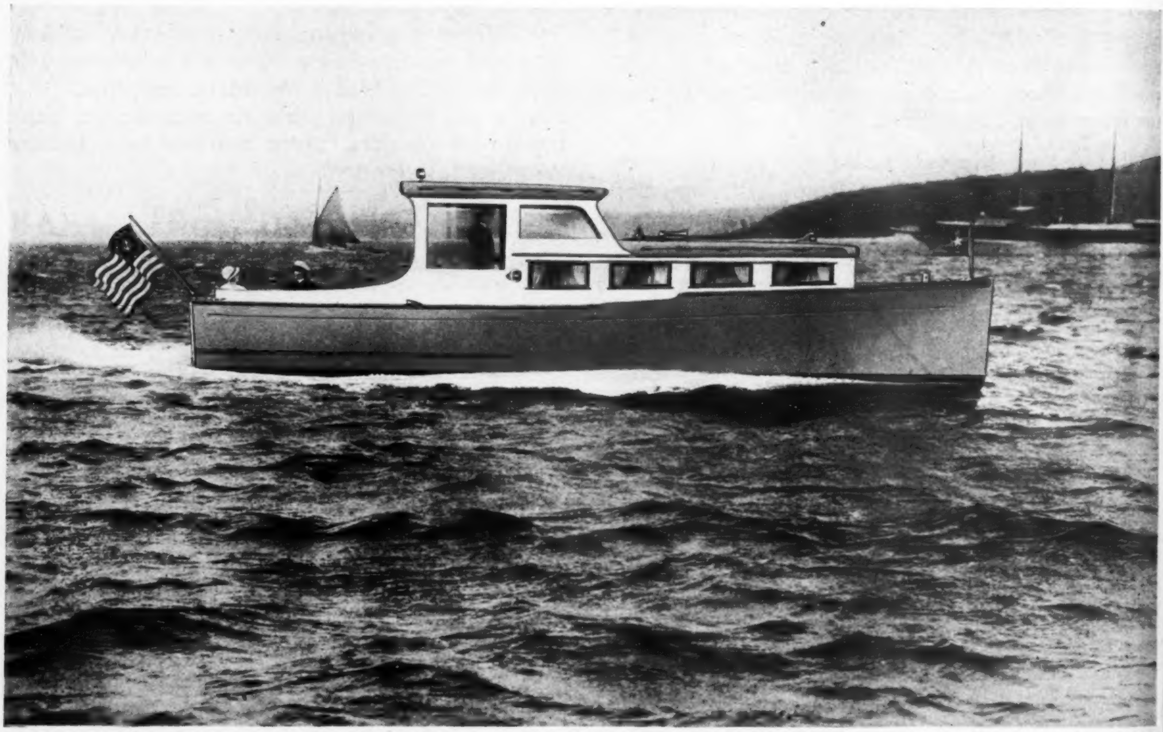
Dee Wite
R 682
Dee Wite

Dee Wite

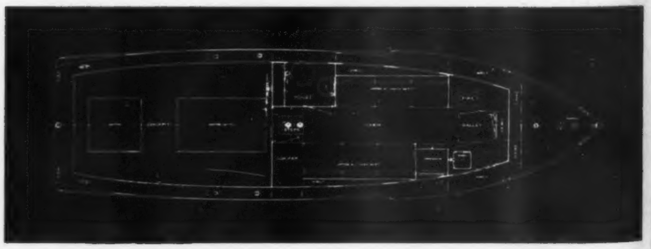
The 30'—Here's a craft that has everything that has made an A.C.F. boat the most desired by yachtsmen — everything, except size. The same skill in design, care in construction.

Two new *models*

A. C. F.



The same highest quality in materials. See for yourself how cleverly A.C.F. has packed into 30' of overall length the comforts and refinements that mark a true A.C.F.



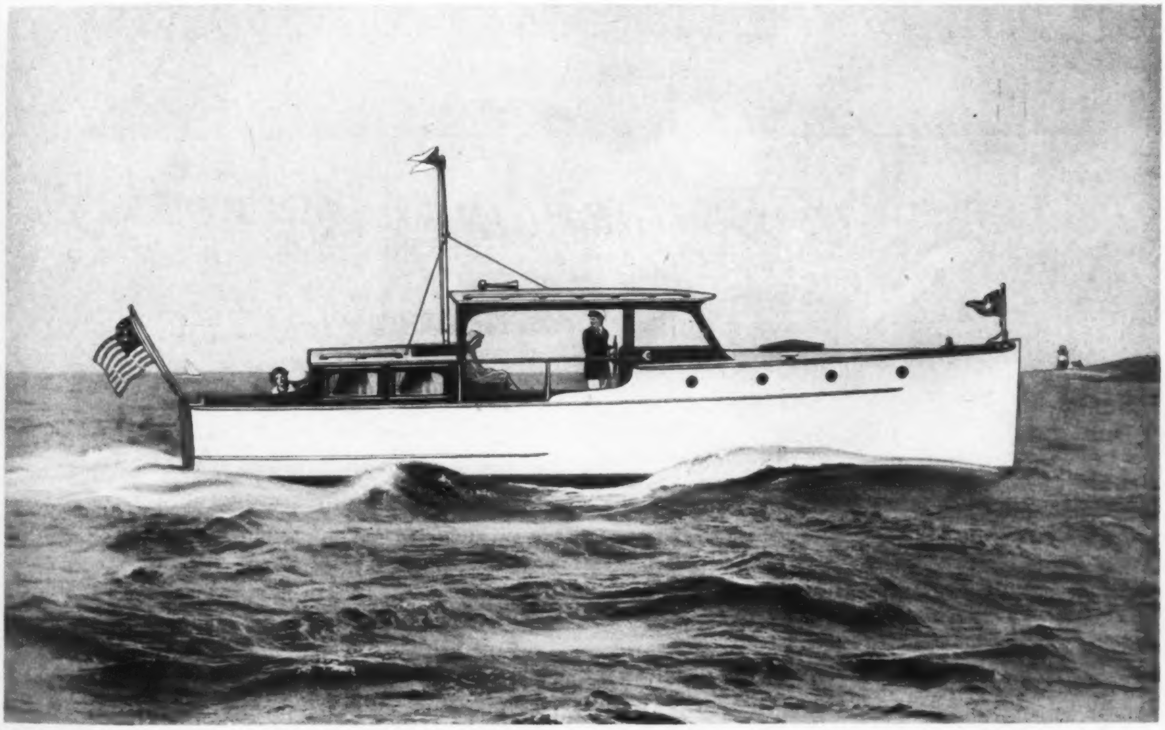
$ 3980

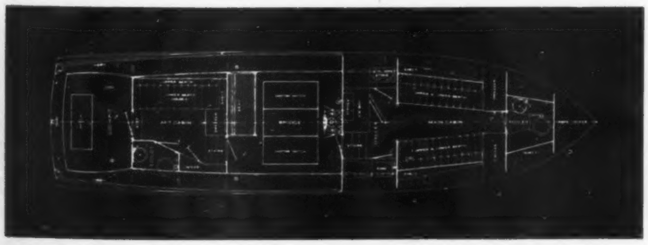
THE AMERICAN CAR

Marine Salon · 217 West

that open new *fields to* CRUISERS

The 39'—In every line and every timber this new A.C.F. model carries on the A.C.F. standards. Built with unusual staunchness—thanks to A.C.F.'s special "shelf construction"—yet lighter and speedier than most boats of the same size, this 39' will give satisfactory service year after year. Larger than the 30', it includes many additional conveniences.

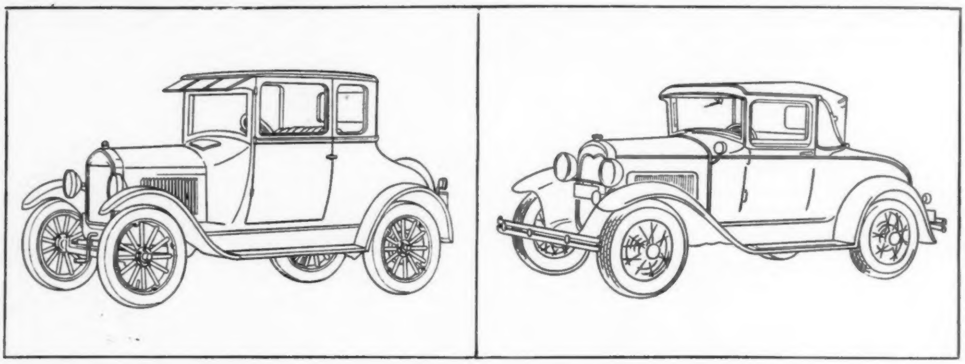




$8995

AND FOUNDRY COMPANY

57th Street • New York City



Every Boat Buyer Today Has the Right to Expect REAL PROGRESS *in Boatbuilding . . .*

THE PUBLIC asks of any large industry a continually better, more satisfying product. We've seen the result in the motor-car industry.

Dunphy Boats for 1931 will be a striking advance over the motorboats of 1930. These boats will introduce a new type construction and many new performance features, including superior riding qualities and higher speeds. The contrast will be especially marked in the small popular inboard type, of low price.

These boats will be faster, easier to operate and more comfortable than you expect a boat to be. You will experience a feeling of utmost confidence and safety when you drive them.

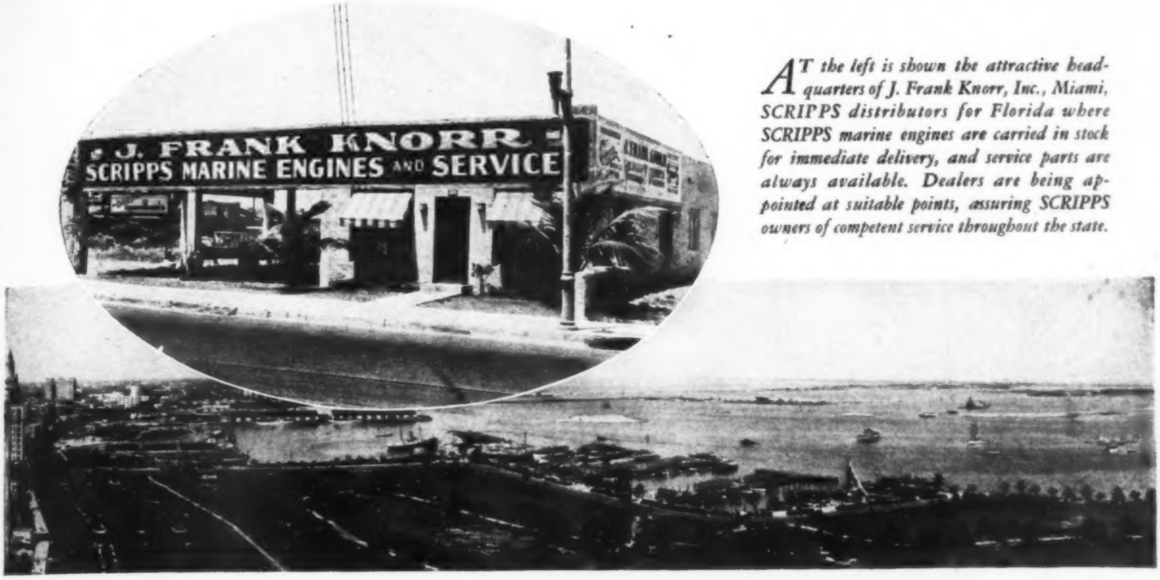
The painstaking development of these 1931 boats was unhampered by any consideration other than the sincere belief in giving the public more real value than ever before.

Warning to Dealers

The public is not going to buy adapted or restyled models in 1931. People today are demanding more value for their money than last year. Don't handicap yourself. Write or wire for full particulars today, to Dunphy, Eau Claire, Wisconsin.

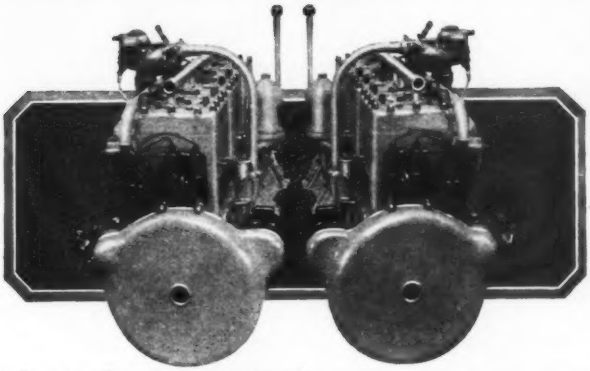
See these brand new Dunphy Boats at the Show.

DUNPHY BOAT MANUFACTURING COMPANY
EAU CLAIRE, WISCONSIN
In Canada: Paul Paquet, 50 Maple Avenue, Quebec



At the left is shown the attractive headquarters of J. Frank Knorr, Inc., Miami, SCRIPPS distributors for Florida where SCRIPPS marine engines are carried in stock for immediate delivery, and service parts are always available. Dealers are being appointed at suitable points, assuring SCRIPPS owners of competent service throughout the state.

SCRIPPS
MARINE ENGINES and SERVICE *in Florida waters*



Many are the craft, SCRIPPS powered, that cruise in Florida's sunny waters. Among the keys, along the West coast, in the fishing grounds, at fashionable ports, SCRIPPS powered craft stand out—popular, instantly responsive, thoroughly dependable.

Among sportsmen who cruise down from the North, among those who maintain craft in the home waters, SCRIPPS—single or twin—meets every requirement. It is chosen by men who regard power plants as they regard thoroughbred horses. In their cruisers, their launches, their runabouts you will find SCRIPPS engines—at Fort Myers, Palm Beach, Maimi Beach—at Bradenton and Sarasota, where Tarpon fishing is most popular—in fact, in all waters where speed, responsiveness and dependability are demanded.

Several fast SCRIPPS powered express cruisers are used by Miami Beach yachtsmen on runs to the exclusive Cocoaloba Kay Club, situated among the Florida Keys, where communication is by boat or plane alone. Hundreds of other individual instances might be cited.

Competent repair and replacement service at many points assures maximum satisfaction to SCRIPPS owners. Small wonder that a product so sound, both in details and fundamentals, has made lasting friends wherever boats are used!

The wide acceptance of SCRIPPS motors by so many prominent builders of standardized craft who offer them as standard or optional equipment is significant of SCRIPPS unfailing dependability.

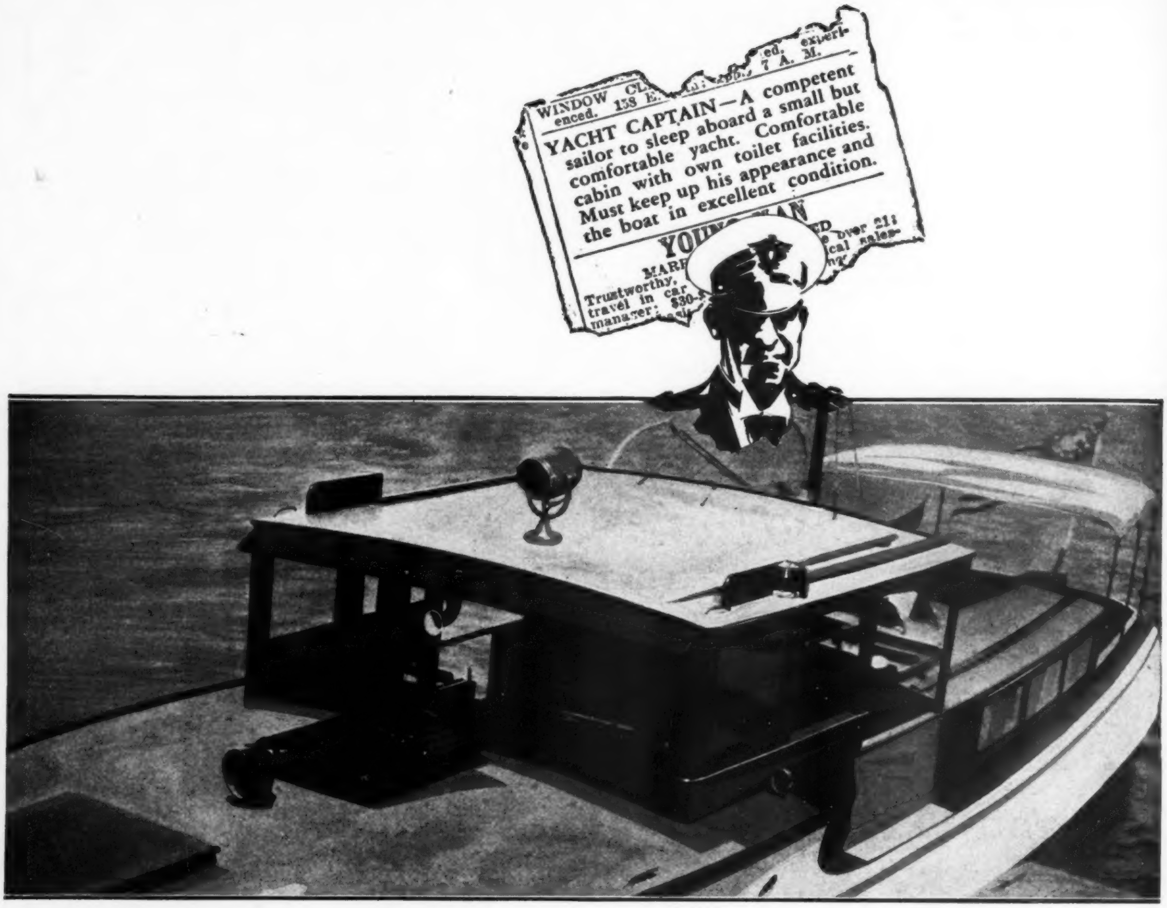
A. C. F.•
BANFIELD
CHRIS-CRAFT•
CORSAIR "36"
DART•
DITCHBURN•
GAR WOOD "40"
HACKERCRAFT•
KING SEA-SKIFFS
LUDDCO DREAM BOATS•
MATTHEWS•
MINETT-SHIELDS
ROBINSON SEA GULL
SEA LYON "40•
STEPHENS
STAPLES-JOHNSON•
SUNBEAM "46"
WHEELER "PLAYMATES"•
Foreign
BRITISH POWER BOATS
OSBORNE-CRAFT--*England*
CLAUS-CRAFT--*Germany*
CHANTIERS NAVAL
EXCELSIOR
DESPUJOLS--*France*
ORTHOLAN--*Argentine*
BURLAND--*Burmuda*
•Optional

SCRIPPS MOTOR COMPANY, 5819 LINCOLN AVENUE, DETROIT, MICH.

SCRIPPS

· THE MOTOR THAT CROSSED THE ATLANTIC ·

SCRIPPS power plants, 15 to 400 H.P. high speed and medium duty, provide efficient power for boats 18 to 90 feet.


YACHT CAPTAIN—A competent sailor to sleep aboard a small but comfortable yacht. Comfortable cabin with own toilet facilities. Must keep up his appearance and the boat in excellent condition.
WINDOW CL
enced. 138 E.
ed, experi-
7 A. M.
YOUNG MAN
MARR
Trustworthy,
travel in car
manager;

WANTED
A GOOD CAPTAIN

You could no more expect to keep desirable domestic help and house them in the cellar or the attic than you can keep a good crew in quarters of the average small yacht. A reliable crew demands modern conveniences.

Aboard the Dawn 45 the crew has a light airy single berth cabin with its own toilet facilities and running water and plenty of locker space. The Dawn 48 accommodates two men in comfort. No sleeping in the owner's cabins week days and behind the life boat or on the engine-room floor on Sunday. Then, too, the quality and finish of the boat encourages an industrious man to keep it shipshape.

The owner of a Dawn Twin-Screw Cruiser need have no trouble in keeping a real skipper who will maintain himself and his boat in true yacht style. The crew, too, has privacy aboard her. Dawn Boat Corporation, Clason Point, New York, Telephone, Westchester 7000, Established 1906

DAWN
TWIN-SCREW CRUISERS

Dawn 45-footer	*Powered by twin-Lathrops, each 70 H.P.*	*Speed 14 M.P.H.*	*$17,900 afloat at Clason Point*
Dawn 45-footer	*Powered by twin 8-cylinder Chryslers*	*Speed 20 M.P.H.*	*$17,900 afloat at Clason Point*
Dawn 48-footer Express	*Powered by twin Sterling Petrels, each 150 H.P. (5¼" x 6")*	*Speed 20 M.P.H.*	*$25,800 afloat at Clason Point*
Dawn 48-footer Express	*Powered by twin 8-cylinder Chryslers*	*Speed 20 M.P.H.*	*$24,000 afloat at Clason Point*

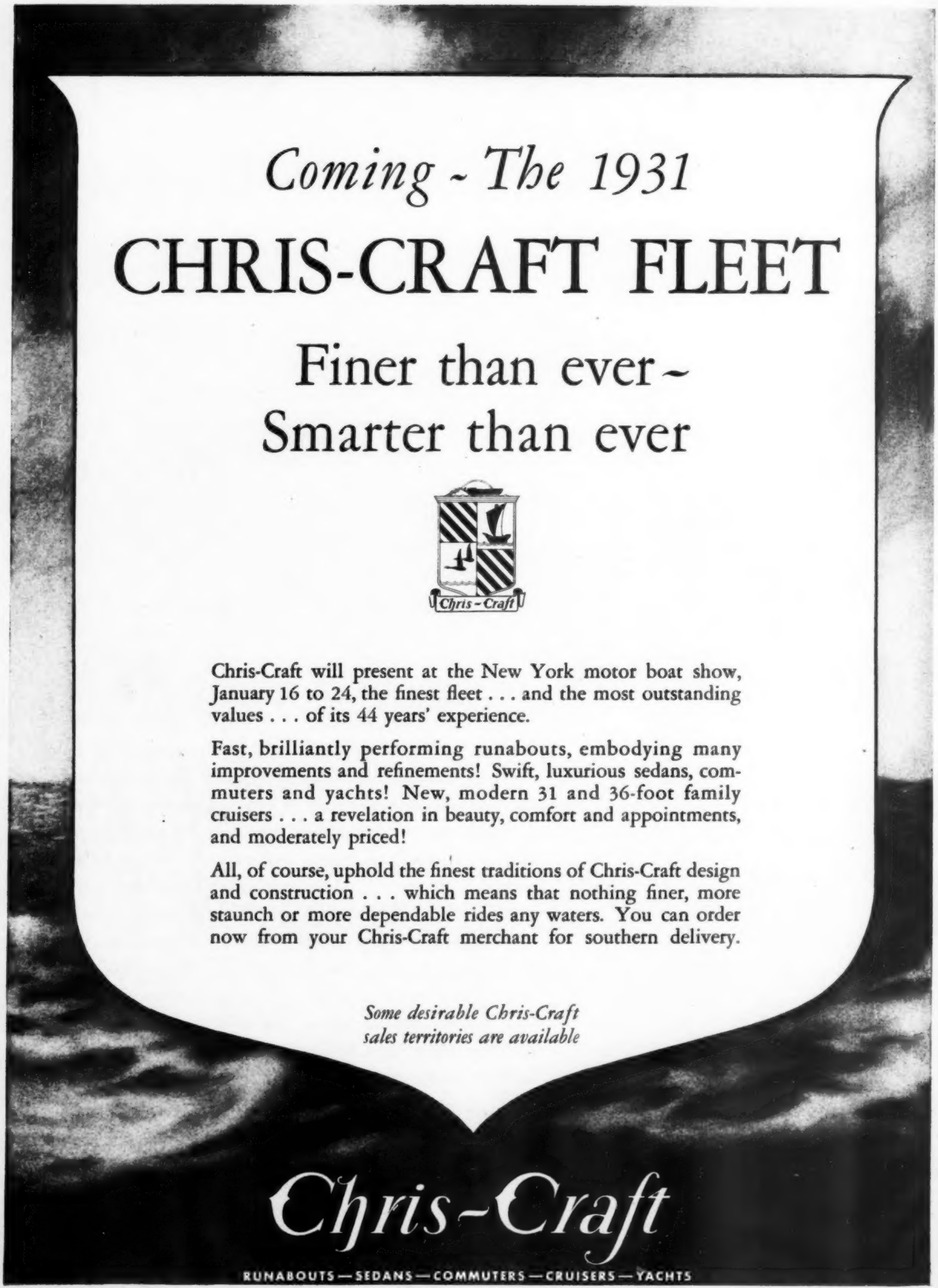
WINTON

Speed—Comfort—Beauty

Analgra, a new 120-footer. Owner, Lewis E. Pierson, Esq. Designer, Charles D. Mower, City Island, N. Y. Builders, H. B. Nevins, Inc. Power, two eight-cylinder Winton Diesels

THREE essentials of modern pleasure craft, speed, comfort, beauty, find their latest and finest expression in the distinctive Winton-powered yachts, houseboats and commuters launched in recent months. No finer pleasure boats ever put to sea than these outstanding creations. Their greatly improved quarters and facilities, higher speed, and smooth power, reflect advances incorporated in the new lightweight, compact Winton models—America's supreme marine engines. Progressive engineering, again evidenced in these new units, continues, season after season, to place Winton Engines in the majority of America's fine pleasure boats, designed and built for yachtsmen accustomed to the best the world affords. Winton Diesel and Gasoline Engines are built in a wide range of sizes for all kinds of pleasure craft. Complete details upon request.

WINTON ENGINE CORPORATION
CLEVELAND, OHIO, U. S. A.



Coming - The 1931

CHRIS-CRAFT FLEET

Finer than ever -
Smarter than ever

Chris-Craft will present at the New York motor boat show, January 16 to 24, the finest fleet . . . and the most outstanding values . . . of its 44 years' experience.

Fast, brilliantly performing runabouts, embodying many improvements and refinements! Swift, luxurious sedans, commuters and yachts! New, modern 31 and 36-foot family cruisers . . . a revelation in beauty, comfort and appointments, and moderately priced!

All, of course, uphold the finest traditions of Chris-Craft design and construction . . . which means that nothing finer, more staunch or more dependable rides any waters. You can order now from your Chris-Craft merchant for southern delivery.

Some desirable Chris-Craft
sales territories are available

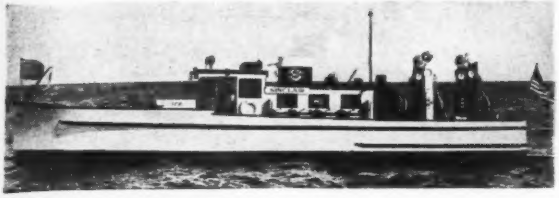
Chris-Craft

RUNABOUTS — SEDANS — COMMUTERS — CRUISERS — YACHTS

© C-C Corp., 1930 (100)

CHRIS-CRAFT CORPORATION, — 100 DETROIT ROAD, ALGONAC, MICHIGAN
NEW YORK DIRECT FACTORY BRANCH—1 WEST 52ND ST., AT 5TH AVENUE

Advertising index will be found on 3rd last page

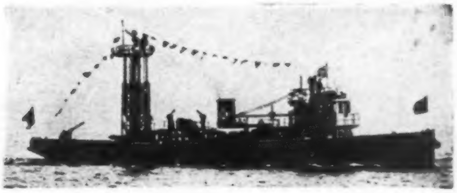


The "Sinclair"—a gasoline filling boat

The Gloucester fishing boat—"Edith & Elinor"

One of 500 LUX protected Coast Guard cutters

Seattle fire boat—"Alki"



The Tried Veterans of the Sea Use LUX Fire Protection—

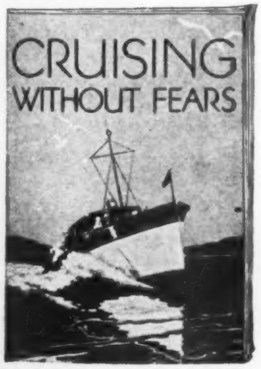
THE proving ground of the LUX Fire Extinguishing System has been the ships of those whose lives are spent in close contact with the perils of the sea—the Coast Guard cutters, the work boats, the dredges, the fishing and fire boats. Often at work for months on end, their owners well realize the need for adequate fire protection.

If such experienced veterans of the sea need LUX protection, it is equally important for yachtsmen, where the value of the boat is often many times that of the utility craft.

LUX is sure and instantaneous death to the most severe oil or gasoline blaze. Under its blanketing cloud no fire can live for more than a few seconds. LUX is not an ordinary fire extinguishing system. It is piped into your boat—designed especially for it, whether it be a small runabout or luxurious yacht. Full details on request.

Walter Kidde & Company, Inc.
140 Cedar Street
New York

Send for this free booklet, "Cruising Without Fears". It describes in detail the Lux System for all types of boats.



LUX

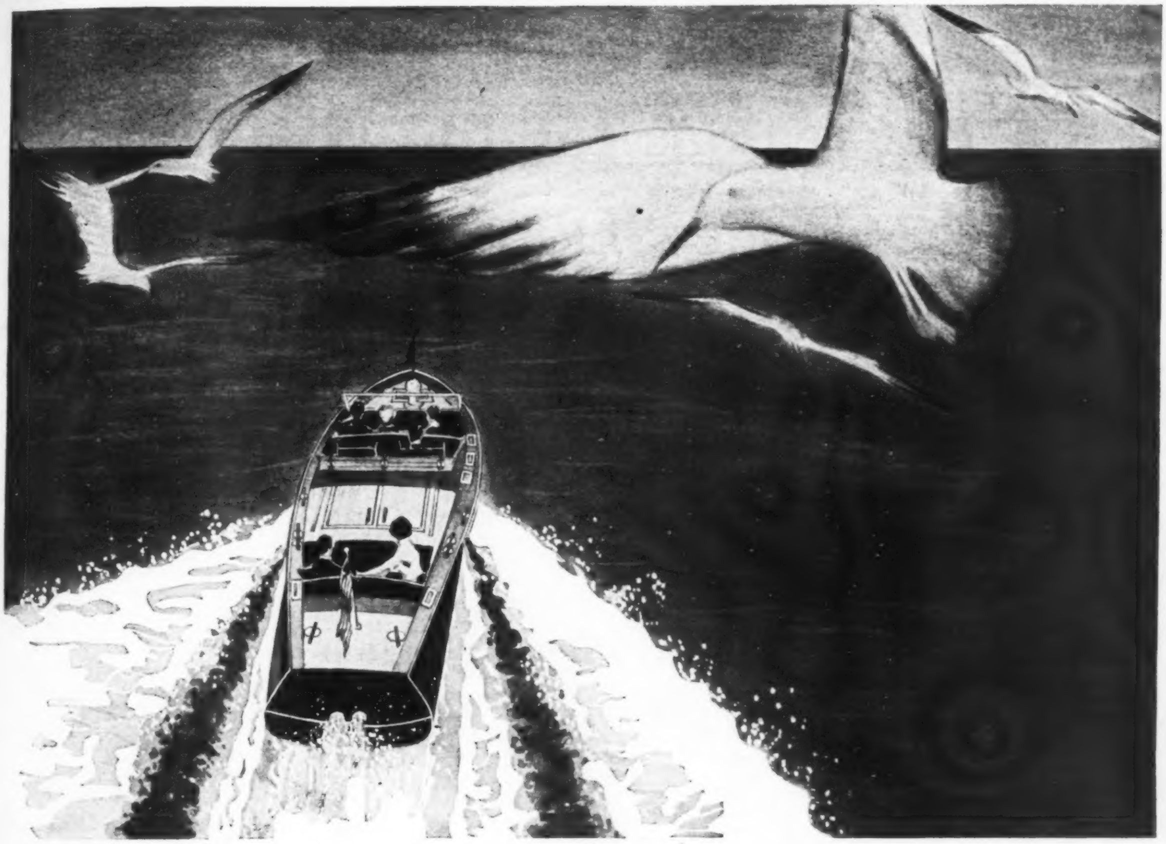
Fire Extinguishing System

LABELED BY UNDERWRITERS' LABORATORIES

ANNOUNCING
A LINE OF FAR FINER
MARINE
MOTORS

SENSATIONAL performance and outstanding reliability characterize the revolutionary new Lodge Motors—available for the 1931 boating season in a full range of exceptionally compact models. ¶ Advanced engineering performance and years of exhaustive development work have produced a tried and proved line of motors unsurpassed in excellence and unequalled in value. ¶ Lodge eights developing 135 horse power are publicly demonstrating their astonishing dependability and stamina in the two Dee Wite 22-foot runabouts now en route from Detroit to Cairo, Illinois. The crews agree the motors are unequalled for smoothness and carefree operation. ¶ Equipped with an entirely new type of reverse gear—the Lodge Motor has no reverse gear bands to adjust—and no forward clutch adjustments are necessary. Similar to an automobile transmission with refinements for marine service—it is a constant mesh gear type—quiet—won't clash and needs refilling with oil but once a season. ¶ The new angle drive—a Lodge development—is silent, sturdy—permits the motor to be mounted aft. The boat rides better—more comfortable seating arrangement is possible. ¶ Other features and equipment include nine steel-backed, babbitt-lined main bearings . . . aluminum alloy, invar strut pistons . . . silichrome and chrome-nickel steel exhaust and intake valves . . . pressure feed lubrication to main, connecting rod and camshaft bearings . . . advanced type oil cooler . . . Stromberg carburetor . . . Delco-Remy starting and electrical system. ¶ Boating enthusiasts will welcome this line of far finer marine motors. It will be a big money-maker for dealers. Write or wire for complete information and liberal franchise details.

LODGE · MOTORS · INC.
DETROIT



QUIET

AS THE FLIGHT OF A SEAGULL . .

Silence—for Safety and Comfort. Not the merest whisper of a sound . . . an uninterrupted flight of safety and pleasure.

Exhaust and intake noises of engines are not necessary evils attached to the sport of boating. Standard Maxim Silencers have killed these noises on boats of all types and sizes, from the large Diesel driven yachts to the comfortable and sporty boats in the twenty and thirty foot class.

Available in standard stock sizes at your marine dealer—ready for immediate shipment—the larger sizes easily installed in your boat within twenty-four hours after delivery to your shipyard.

If you are contemplating purchasing a boat, consult your marine architect. He has specific data on Maxim Silencers in his files.

THE MAXIM
SILENCER COMPANY
Marine Sales Division
HARTFORD, CONNECTICUT
NEW YORK — 250 PARK AVENUE

●

MAXIM CAN SILENCE ANY NOISE THAT COMES OUT OF A PIPE

THE reasons for the popularity of the Holley Downdraft Carburetor are:

It increases the horsepower of the engine.

It automatically stops the engine if the oil pressure fails.

It removes the fire hazard on a boat on account of its position on the manifold (takes the carburetor away from the bilge).

USED BY

CHRYSLER, GRAY, KERMATH, LATHROP, LYCOMING,
SCRIPPS, SPEEDWAY AND CHRIS-CRAFT

HOLLEY CARBURETOR COMPANY
DETROIT, MICHIGAN

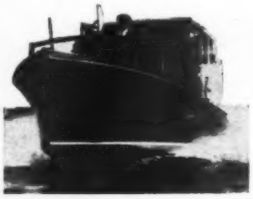
Advertising index will be found on 3rd last page

MASTER BUILDERS

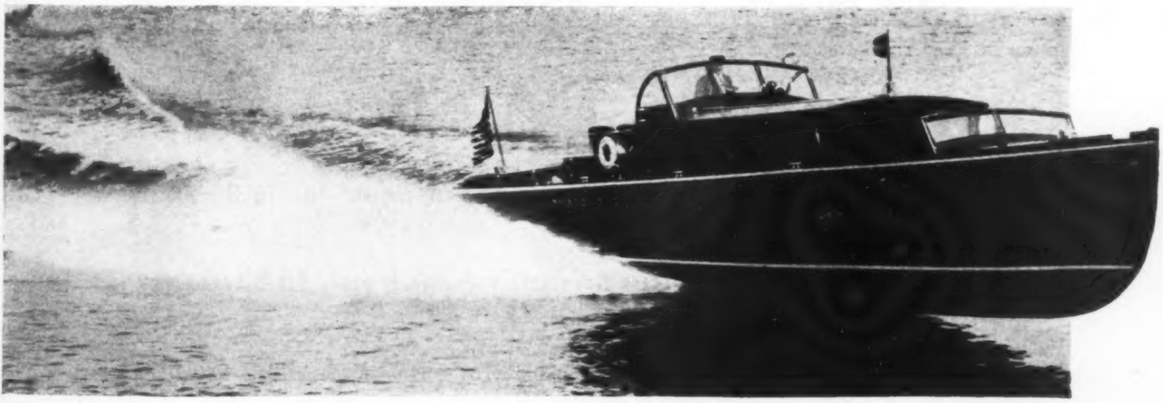
OF SMART SPEED YACHTS

For Cruising and Fast Commuting

The exceptional capacity of a Robinson Seagull Cruiser or Commuter for fast sea travel reveals itself at a glance. But only the most searching inspection and rigid appraisal will disclose that inbuilt perfection of design and rugged staunchness which characterize each Robinson model. It is because this organization of master builders specializes entirely in speed cruisers and commuters that every owner has that inexpressible pride of ownership which springs from the certainty of perfection—perfection that finds its counterpart in smarter action, buoyant riding balance and the niceties of fine design. You may well place implicit faith in the conduct and appointments of your Robinson Seagull. Regardless of the model you select you will find it complete in its comforts, fleet as the wind, above all, distinguished and fit for a cruise of any length. Details, descriptive data and prices on request.



The 40-foot Seagull Speed Cruiser has berths for four, twin screw speeds of 35-38 m.p.h.



Trim, fast, stoutly built, the 45-foot Seagull Commuter in single or double cabin design is a masterpiece of commuting perfection—speeds of 35 m.p.h.

ROBINSON MARINE
CONSTRUCTION CO.
BENTON HARBOR
MICHIGAN

ROBINSON
Seagull **CRUISERS**

CHRISTMAS
GREETINGS

from

GAR WOOD

and Just
a Sample
of What
Gar Plans to Do Next Year!

It is much too early to tell you the details of our boats for 1931—but we'll whisper this in your ear:

> **Look for a new 55-mile-an-hour runabout, the fastest stock speed-boat in the world.**

There are more surprises, too, plenty of them—but then they wouldn't be surprises if we told you all about them now. You'll see the whole new line at the Motor Boat Show in January. Of course, you'll be there!

THE GREATEST NAME IN MOTORBOATING

212 River Road Marysville, Michigan
Showroom and Factory Branch, 1858 Broadway, New York City

President Hoover presenting the President's Cup to Mr. and Mrs. Victor W. Kliesrath, winner at the Annapolis Regatta recently

International News Reel

DECEMBER, 1930
Vol. XLVI, No. 6

MoToR BoATING

Edited by
CHARLES F. CHAPMAN

FIFTY-SEVENTH STREET
AT EIGHTH AVENUE
NEW YORK, N. Y.

CALENDAR OF COMING EVENTS

December 6-7—Lake Elsinore, Calif. A. L. Bobrick, 111 Garey St., Los Angeles, Calif.
December 27-28—San Diego, Calif.
January 16-24, 1931—Annual National Motor Boat Show, Grand Central Palace, New York. National Association of Engine and Boat Manufacturers, Ira Hand, Secretary, 420 Lexington Ave., New York, N. Y.
Feb. 7-14, 1931—New England Sportsmen's and Motor Boat Show. Chester I. Campbell, 329 Park Square Bldg., Boston, Mass.
February 20-21, 1931—West Palm Beach, Fla.
Feb. 21-28, 1931—Philadelphia Sportsmen's and Motor Boat Show, Chester I. Campbell, 329 Park Square Bldg., Boston Mass.
March 17, 18, 1931—Miami Beach, Fla.
March 21-22, 1931—Havana Cuba Annual Regatta. Comm. Rafael Posso, c/o Habana Yacht Club, Habana, Cuba.
April 24-May 3, 1931—Second Annual Boat Show, Motor Boat Mart, Chicago Navy Pier, Chicago, Ill.
March 20-21, 1931—Palm Beach, Fla. Outboard Regatta.
June 19-20, 1931—Havre de Grace, Maryland.
July 4-5, 1931—Albany, New York.
July 11, 1931—Geneva, N. Y.
July 11, 1931—New York Athletic Club, Block Island Race, Cruisers.
August 7-8, 1931—Miles River, Maryland.
August 15, 1931—Gold Cup, Montauk, L. I., N. Y.
August 16, 1931—Lake Wallenpaupack, Hawley, Pa.
August 22-23, 1931—Red Bank, N. J.
August 29-30, 1931—Stone Harbor, N. J.
September 4-7, 1931—Detroit, Michigan.
September 18-19, 1931—Washington, D. C.
September 25-26, 1931—Philadelphia, Pa. (Lipton Trophy).

CONTENTS

COVER DESIGN BY NELSON GROFE

YOU DO THE HOLLERIN' - - - - - - - - - 28
COMPLETE OUTBOARD RECORDS OF 1930 - - - - - - 30
BAMBALINA III - - - - - - - - - - - 32
BLUE SKIES OF BISCAYNE BAY - - - - - - - - - 33-35
NEW YACHTS MAKE HISTORY - - - - - - - - - 36-37
ZANTRE AND REGINA - - - - - - - - - - 38-39
4,000-MILE ENDURANCE TEST RUN - - - - - - - - 40
NEMO III—A DISTINCTIVE HOUSE BOAT - - - - - - - 41
AEGEAN HARBOR ADVENTURES - - - - - - - - 42-45
THE WANDERER—OF LIVERPOOL - - - - - - - - 46-49
THE CASTAWAYS OF LASQUETI ISLAND - - - - - - - 50-52
CUBAN SPORTSMEN PREPARING FOR THE ANNUAL WINTER INVASION OF AMERICAN YACHTSMEN - - - - - - - 53-55
GREATER RACING ACTIVITY FORECAST BY RACING RULE CHANGES - 56
STERLING ENGINES IN STERLING CRAFT OF MANY TYPES - - 57
LONG ISLAND SOUND HARBORS - - - - - - - - - 60-63
BAM—A UNIQUE 26-FOOTER - - - - - - - - - 58-59
SMALL MOTOR BOATS, THEIR CARE, CONSTRUCTION AND EQUIPMENT 64-67
    PLYWOOD FOR THE AMATEUR BUILDER - - - - - - 64-65
    REMOVING ICE BOX DRAINAGE - - - - - - - - 66-67
YARD AND SHOP - - - - - - - - - - - 68-70
A NEW SPORT FOR OUTBOARDERS - - - - - - - - 145-146
LOOKING INSIDE THE OUTBOARD ENGINE - - - - - - - 147-148
OUTBOARD DRIVERS SUGGEST CHANGES - - - - - - - 150
SIR THOMAS LIPTON TROPHY GOES WEST - - - - - - - 152
THE CRUISE OF THE GREEN MULE - - - - - - - - 154

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YOU DO THE HOLLERIN'

HAULING a boat—even a fairly small workboat—onto the ways is at best a difficult operation. All that long sparkling June when we were anchored off Henny Heller's boatyard in Annapolis harbor, I watched the heavy, graceful bugeyes lifted painfully up the ways, watched with sympathy and an occasional intake of the breath, remembering countless like experiences with our own slim Sea Lady.

This was ten years ago and in that time and place a donkey engine figured in the performance, a hiccuping, snorting exploding donkey engine which had to be talked to with tact, with easy masterful assurance by one who knew the language—a language now, happily, as extinct as the donkey engine.

If I never mastered the technical problems of hauling I learned, certainly, the accompanying vocal display, the talk—the patter. Strangely enough, it was little profane. One phrase in particular stays with me, uttered on a day when Henny Heller was not in sight, and a battered bugeye was being hauled out by an equally battered father and son. Joe, the son was called, and Joe was tall and gangling and picturesquely ragged, slow with the infinite world-weariness of eighteen. Joe could do, eventually, what he was told; he could take orders. Joe was born to obey—every line of his figure expressed it. His not to reason why. It was a mistake, then, for them to start out as they did, with Pop at the donkey engine and Joe supervising the blocks.

"Ease her up, now," says Joe. "Ease her, Pop. E-e-easy. Whoa! - - - Go ahead. Go-o ahead. Another wedge there, one more block - - -"

The effort of direction became, of a sudden, too much for Joe. He threw up his hands.

"Here, Pop!" he called huskily, "I'll work the engine and *you do the hollerin'.*"

Pop's hollerin' was like Pop, loud and swaggering and no little artistic. Whether it was effective is by now forgotten, forgotten with Pop, and would never have been thought of again but for a sail I took one day last August.

There were seven of us ("Five too many," whispered my Captain as we boarded the Yacht Club tender. The Captain doesn't hold with sociable sails. "With all that yap yapping," he said, "you don't get the feel of sailing. Might as well rock on the Clubhouse porch —"). But there we were, drifting out the channel with the tide, and a soft, clear easterly wind waiting for us in the Bay. It was our first trip in Mary and she looked very grand to me, not like a Mary at all. There was a profusion of brass and mahogany—she was too smart for South Jersey. She had a Long Island look.

Experienced yachtsmen are, I find, fussy. Over the business of bending the jib our host, though genial, was fidgety. After listening politely to a good deal of talk, my Captain stepped forward and did something with his usual quiet stubbornness, and the jib flew and flapped. Our host nodded to him. "I'll take the tiller," he said, "and you" (nodding to me) "tend sheet." The plumpest lady was unsettled from her cushions and told to tend jib. Very soon, when we were out of the Channel, I relinquished my job and went forward to lie in the sun. Like Joe at the boatyard, I was born to obey—but I had only promised to obey my Captain. So I lay there in sun and shadow—(cloud shadow and sail shadow, how delicious, yachtsmen, with the promise of a quick return to sun!) and I watched, with a remote and dreamy sympathy, the round pleasant face of the plump lady tending jib. At first she was remote too, and dreamy, but the tide was against us, the wind tricky behind the bulwarks, the Channel very shallow.

"Trim her!" shouted our host, reaching a free hand for the sheet. The fat lady watched him, the jib sheet slack in her hand. "What?" she said.

"Trim her!" repeated our host, louder.

The plump lady jumped. "What's that mean?" she asked, but we had already lost way.

Somebody took the line from her, but on the next tack she recaptured it. "He means, pull it in, doesn't he?" she asked the company, pleased at her own perspicacity.

"Ease her!" roared our host. "Ease the jib. Ease her off - - - Oh my God, we're aground again!"

"Now why," I asked myself, "couldn't he have said, 'Pull it in, and let it loose,' instead of using a language that nobody understands but the Captain and me? A woman wouldn't have roared like that, roared inexplicable, important jargon. Men do these things just to keep us in subjection, keep us where we belong. But the plump lady, I noted with a grin of satisfaction, did not relinquish the sheet. She nursed it all the afternoon, eager, frightened, determined. It was her first sail, she was well over forty; beads of moisture sat upon her brow, but, I told myself, she has learned that in a boat when someone shouts, you do something quickly—very quickly.

A mile down the Bay—blue water about us, full sail before the wind—we ran aground, slipped into the soft insidious embrace of Jersey mud that welcomes you without shock or warning.

Our host was on his feet, roaring. "Get forward, everybody? We're stuck. We're aground. Here Julia, you take the pole. Free the jib there, Mrs. Jones! Kate," (pointing to me), "take the tiller."

"And you, George," says my Captain as the five ladies leap to action, "you've got a nice loud voice. You *do the hollerin'.*"

Julia, wife of our host, stands in the bow, her slim body a warm tan against the briefest of yellow bathing suits; coppery head bent, frowning earnestly as she pushes the pole.

"It won't move," she says plaintively. "This boat won't move, Georgie."

"I'm going to jump over," announces the youngest lady, pulling off her sweater. "I have a bathing suit under these trousers. I'll push. Come on, Julia!"

"No!" thunders our host. "No, Julia. No, girls. You'll be cold. You'll freeze. I say absolutely no. Julia, I forbid it—"

But Julia is already over, knee deep in mud-stirred water. She pushes, head down, grunting, her shining hair falling over her eyes.

"Ugh!" she says; "Are there crabs in this mud? - - - Oh!"

She is, suddenly, thigh deep, waist deep as we slide off and the wind catches us. Both young women cling to the stern, moving anxiously through the water. The younger one scrambles aboard, dripping and giggling.

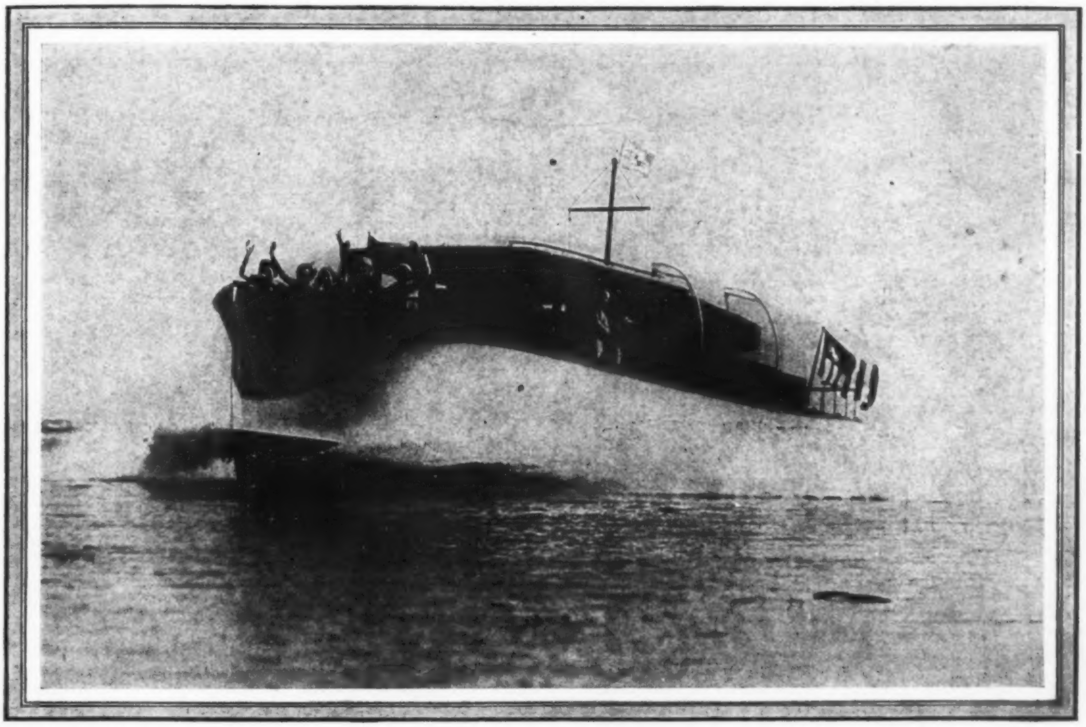
"Oh, Oh, Oh!" cries Julia. "Help me, Georgie."

George hoists; there is a sound as of a wet seal flopping to the deck - - -.

"Well!" says George as we head into the wind. "Well, of all things, for me to run onto Margery's Bar after twenty summers on this Bay! Well now, really, Julia, wasn't it strange? That red can must have been moved. Look, Julia, isn't there a queer atmosphere out here today? Awfully hard to see ahead. Clear enough, but kind of miragy. Kind of a mirage afternoon."

"Kind of an alibi afternoon, isn't it?" Julia returns coolly.

(Continued on page 82)



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Health and Happiness
are yours with a
FAIRFORM FLYER

COMPLETE OUTBOARD RECORDS OF 1930

A History of the Speed Achievements of the Past Year With All Records Which Were Officially Recognized When They Were Established

Class & Division	Speed	Driver	Boat & Motor	Place of Race	Date
A-I	26.986	B. Steacie	C. W. Crandall —L.	Worcester	5-30-30
A-I	28.310	B. Reinell	Adams & Reinell —L.	American Lake	6-29-30
A-I	31.088	G. Knapp	Century—C.	Middletown	10-11-30
*A-I	31.914	F. R. Irey	Indian—C.	Middletown	10-12-30
A-II	25.824	N. Kalat	Padula—L.	Worcester	5-29-30
A-II	29.85	K. Dyer	Elliott—C.	Lake Merritt	9- 9-30
*A-II	32.756	B. Steacie	Crandall—C.	Middletown	10-11-30
A-III	22.890	E. Hauptner	Home—L.	Red Bank	8-17-30
A-III	28.178	H. Mueller	Century—C.	Fox Lake	9-20-30
A-III	28.382	E. Boyer	Indian—C.	Fox Lake	9-21-30
A-III	30.821	F. C. Sheehy	Home—C.	Middletown	10-11-30
*A-III	32.315	H. Mueller	Century—C.	Middletown	10-12-30
B-I	34.857	F. LeClair	Home—J.	Lake Whatcomb	5-10-30
B-I	35.112	M. B. Troyer	Home—J.	Lake Whatcomb	5-10-30
B-I	36.885	H. Morehouse	Elsinore—J.	Lake Elsinore	5-18-30
B-I	37.267	E. Spencer	Harrison-Way—J.	Worcester	5-30-30
B-I	38.543	E. Spencer	Harrison-Way—J.	Middletown	10-11-30
*B-I	41.002	E. Spencer	Harrison-Way—J.	Middletown	10-13-30
B-II	36.735	H. Arnold	Sulmock—J.	Lake Merritt	1- 1-30
B-II	38.636	C. Holt	Crandall—J.	Lake Elsinore	5-18-30
B-II	39.045	C. E. McCue	Elsinore—J.	Lake Sammamish	8-24-30
B-II	39.473	W. Jankowski	Flowers—J.	Middletown	10-12-30
*B-II	40.449	W. Jankowski	Flowers—J.	Middletown	10-13-30
B-III	35.643	K. Garrett	Porteous—J.	Albany	7- 4-30
B-III	36.43	C. Koeffler	Indian—Ev.	Bay City	8- 2-30
B-III	37.685	Jack Wood	Century—J.	Red Bank	8-16-30
B-III	37.791	G. Cost	So. Aircraft—J.	Fox Lake	9-20-30
B-III	39.003	G.A.Becker,Jr.	Lindmeier—J.	Middletown	10-11-30
*B-III	41.475	H. L. Myers	Hooton—J.	Middletown	10-12-30
C-I	39.30	E. Waugh	Home—Ev.	Lake Elsinore	4- 6-30
C-I	40.00	L. T. Doan	Ashbridge—Ev.	Lake Sammamish	6-15-30
C-I	40.88	J. Smith	Arrow—J.	Madison	7- 4-30
C-I	41.095	D. Sullivan	Gustafson—J.	Lucerne	7- 5-30
C-I	41.513	N. DeMark	Pierce—J.	Lake Elsinore	8-17-30
*C-I	42.795	G. K. Wilson	Home—J.	Lake Sammamish	8-24-30
C-II	38.876	H. G. Ferguson	Elsinore—Ev.	Lake Merritt	1- 1-30
C-II	39.735	A. Thomson	Elsinore—Ev.	Lake Elsinore	4- 6-30
C-II	39.840	R. Craig	Connor—J.	Lake Whatcomb	5-10-30
C-II	40.358	H. G. Ferguson	Elsinore—J.	Lake Elsinore	5-18-30
C-II	40.632	H. G. Fefguson	Elsinore—J.	Stockton	5-30-30
C-II	40.723	C. M. Scull	Home—J.	Albany	7- 5-30
C-II	41.135	R. Craig	Connor—J.	Lake Sammamish	6-14-30
C-II	41.919	J. B. Maypole	Ramsey—J.	Madison	7- 4-30
C-II	41.958	H. L. Arnold	Sulmock—J.	Lucerne	7- 5-30
C-II	42.614	R. Craig	Connor—J.	Lake Sammamish	8-24-30
*C-II	44.776	D. Graham	Century—J.	Middletown	10-11-30
C-III	40.358	F. G. Brobeil	Brobeil—J.	Albany	7- 5-30
C-III	42.056	G. Cost	Indian—J.	Madison	7-5-30
C-III	42.836	H. L. Myers	Hooton—J.	Middletown	10-11-30
C-III	43.062	C. Mason	Porteous—J.	Middletown	10-11-30
*C-III	43.373	G. Cost	So. Aircraft—J.	Middletown	10-13-30
D-I	41.763	S. Nunneley	Brobeil—J.	Skaneateles	5-16-30
*D-I	43.269	G. P. Ellsworth	Penn Yan—J	Lake Seneca	8-22-30
D-II	39.824	F. Wilber	Wilber—J	Lake Merritt	1- 1-30
D-II	43.165	H. G. Ferguson	Elsinore—J.	Lake Elsinore	4- 6-30
D-II	44.887	M. Azevedo	Elsinore—J.	Lucerne	7- 4-30
*D-II	46.153	W. Widegren	Flowers—J.	Middletown	10-13-30
D-III	42.155	G. W. Pauli	Century—J.	Albany	7- 5-30
D-III	42.425	B. F. Risley	Hurricane—J.	Red Bank	8-17-30
D-III	42.654	H. Fraser	Brobeil—J.	Philadelphia	9-20-30
D-III	44.776	W. Overton	Ollendorff—J.	Middletown	10-11-30
*D-III	45.454	W. Overton	Ollendorff—J.	Middletown	10-13-30
*E-I	38.759	D. Steans	Home—J.	Lake Elsinore	8-17-30
E-II	39.422	J. Petriak	Century—El.	Fox Lake	9-20-30
E-II	41.379	F. Mikkelson	Century—El.	Middletown	10-12-30
*E-II	41.666	J. Petriak	Century—El.	Middletown	10-12-30
E-III	40.250	R.Pregenzer,Jr.	Century—El.	Fox Lake	9-20-30
E-III	41.095	K. MacKenzie	Century—El.	Middletown	10-12-30
*E-III	42.056	R.Pregenzer,Jr.	Century—El.	Middletown	10-12-30
F-I	36.73	S. Nunneley	Brobeil—J.	Skaneateles	5-16-30
F-I	39.682	W. Widegren	Flowers—J.	Red Bank	8-17-30
*F-I	43.165	W. Widegren	Flowers—J.	Portland, Me.	7-18-30
F-I	40.487	N. DeMark	Pierce—J.	Lake Elsinore	8-17-30
F-II	41.37	W. L. Crawford	Penn Yan—J.	Skaneateles	5-16-30
F-II	41.763	W. L. Crawford	Penn Yan—J.	Albany	7- 5-30
F-II	43.247	S. Nunneley	Brobeil—J.	Red Bank	8-17-30
F-II	45.454	J. D. Masterton	Century—El.	Middletown	10-11-30
*F-II	45.801	J. R. Ardiel	Century—Ev.	Middletown	10-13-30
F-III	42.115	G. W. Pauli	Century—J.	Albany	7- 4-30
F-III	42.795	R.Pregenzer. Jr.	Century—El.	Bay City	8- 2-30
F-III	43.505	Carl Mason	Kelley—J.	Red Bank	8-17-30
F-III	45.918	R.Pregenzer,Jr.	Century—El.	Middletown	10-11-30
*F-III	46.035	R.Pregenzer,Jr.	Century—El.	Middletown	10-13-30

TEN MILES

Class & Division	Speed	Driver	Boat & Motor	Place of Race	Date
B-II	36.182	H. Arnold	Sulmock—J.	Lake Merritt	1- 1-30
B-II	36.570	C. L. Covington	Elsinore—J.	Lake Elsinore	8-17-30
*B-II	39.336	C. E. McCue	Elsinore—J.	Lake Sammamish	8-24-30
C-II	41.360	R. Craig	Connor—J.	Lake Sammamish	6-14-30
*C-II	42.734	R. Craig	Connor—J.	Lake Sammamash	8-24-30
*D-II	41.143	F. Gilbert	Crandall—J.	Lake Elsinore	8-17-30
*E-II	40.449	A. Thomson	Elsinore—J.	Lake Elsinore	8-17-30

ONE MILE

Class & Division	Speed	Driver	Boat & Motor	Place of Race	Date
A-I	27.622	B. Steacie	Crandall—L.	Worcester	5-30-30
A-I	29.411	A. Cappel	Century—C.	Bay City	8- 3-30
*A-I	29.888	F. R. Irey	Indian—C.	Fox Lake	9-22-30
A-II	22.642	K. Dyer	Sulmock—J.	Sacramento	3-30-30
A-II	27.135	N. Kalat	Padula—L.	Worcester	5-30-30
A-II	27.439	A. Q. Jones	Jones-LeClair—L.	Lake Sammamish	8-23-30
A-II	30.38	R. Hatchitt	Boyce—C.	Greenwood Lake	8-24-30
A-II	30.492	D. B. Downing	Vis—C.	Trenton	8-24-30
*A-II	31.916	M. W. Hickey	Porteous—C.	Middletown	10-14-30
A-III	30.629	H. Mueller	Century—C.	Trenton	8-24-30
A-III	31.246	E. Boyer	Indian—C.	Fox Lake	9-22-30
*A-III	32.297	H. Mueller	Century—C.	Middletown	10-14-30
B-I	35.294	R. B. Jeffries	Sulmock—J.	Sacramento	3-30-30
*B-I	39.217	E. A. Spencer	Harrison-Way—J.	Worcester	5-30-30
B-II	37.113	J. Bansi	Berkeley—J.	Sacramento	3-30-30
B-II	41.666	C. Holt	Crandall—J.	Stockton	5-30-30
*B-II	42.159	W. Jankowski	Flowers—J.	Middletown	10-14-30
*B-III	40.54	C. Koeffler	Indian—Ev.	Bay City	8- 4-30
C-I	38.298	H. Morehouse	Elsinore—Ev.	Sacramento	3-30-30
C-I	38.528	H. Mueller	Century—Ev.	Worcester	5-30-30
C-I	39.793	J. Smith	Arrow—J.	Madison	7- 5-30
C-I	41.906	A. Cappell	Oaks—C.	Albany	7- 6-30
C-I	42.795	D. Gagetta	Elsinore—J.	Lucerne	7- 6-30
C-I	42.959	C. J. Nunneley	Brobeil—J.	Bay City	8- 3-30
C-I	43.758	L. R. Newberger	Arrow—J.	Middletown	10-14-30
*C-I	45.107	J. W. Kopke	Harrison-Way—J.	Middletown	10-14-30
C-II	39.561	J. Bansi	Elsinore—Ev.	Sacramento	3-30-30
C-II	42.200	M. W. Hickey	Kelley—J.	Worcester	5-30-30
*C-II	44.776	H. G. Ferguson	Elsinore—J.	Stockton	5-30-30
C-II	43.062	R. Craig	Connor—J.	Lake Sammamish	6-14-30
C-III	44.198	F. Brobeil	Brobeil—J.	Albany	7- 6-30
C-III	44.355	G. Cost	Indian—J.	Madison	7- 6-30
C-III	44.846	G. Middlebrook	Century—J.	Fox Lake	9-21-30
*C-III	45.847	F. C. Sheehy	Home—J.	Middleown	10-14-30
D-I	40.909	G. Colberg	Home—J.	Sacramento	3-30-30
D-I	42.947	T. Thompson	Penn Yan—J.	Worcester	5-30-30
D-I	43.689	F. Anderson	Wilber—J.	Stockton	5-30-30
D-I	44.554	P. A. Jones	Dick—J.	Cobbosseecontee	7-21-30
*D-I	46.894	G. P. Ellsworth	Penn Yan—J.	Middletown	10-14-30
D-II	41.860	F. Wilber	Wilber—J.	Sacramento	3-30-30
*D-II	46.512	H. G. Ferguson	Elsinore—J.	Stockton	5-30-30
D-II	42.051	P.B.Sawyer,Jr.	Hodgson—J.	Albany	7- 6-30
D-III	45.973	H. R. Maddocks	Kelley—J.	Worcester	5-30-30
*D-III	47.490	R. Neal	Century—J.	Fox Lake	9-22-30
E-II	37.735	C. Livingston	Cowden—El.	Stockton	5-30-30
E-II	42.667	J. Petriak	Century—El.	Fox Lake	9-22-30
*E-II	44.489	J. Petriak	Century—El.	Middletown	10-14-30
E-III	42.147	R.Pregenzer,Jr.	Century—El.	Fox Lake	9-22-30
*E-III	44.776	R.Pregenzer,Jr.	Century—El.	Middletown	10-14-30
F-III	47.876	H. R. Maddocks	Kelley—Ev.	Worcester	5-30-30
F-III	49.723	R.Pregenzer,Jr.	Century—El.	Fox Lake	7-28-30
*F-III	50.934	R.Pregenzer,Jr.	Century—El.	Fox Lake	9-22-30

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*Indicates last offcial record for specified distance.

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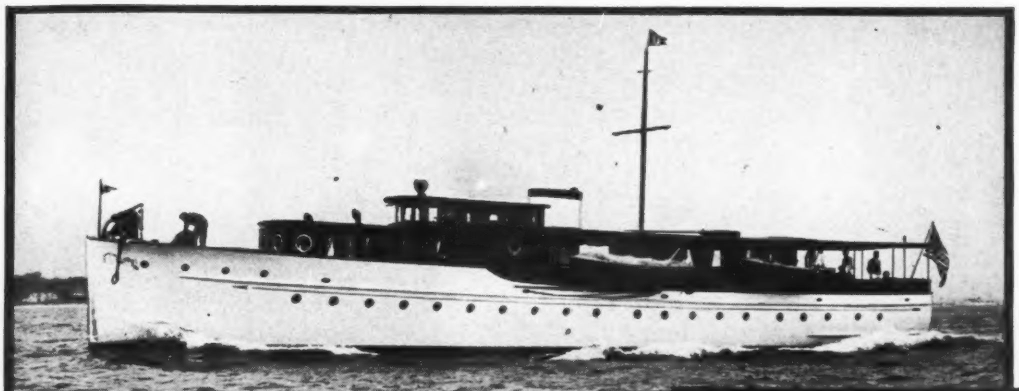

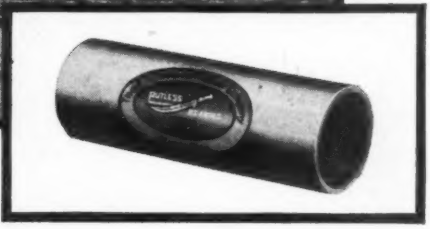

"Sunshine II," *Luxurious 100-foot yacht, designed and built by the New York Yacht, Launch and Engine Co. for Mr. H. W. Harper of Larchmont, New York. Goodrich Cutless Bearings contribute materially to the smooth operation of this vessel.*

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Annoying vibration—the result of shaft and bearing wear and tear—is removed. You are freed from the trouble and expense of frequent bearing maintenance and replacements.

To insure this trouble-free bearing operation to the users of their yachts, the New York Yacht, Launch and Engine Co. standardizes on Goodrich Cutless Bearings.

J. F. Masterson, First Vice-President of the New York Yacht, Launch and Engine Co., writes:

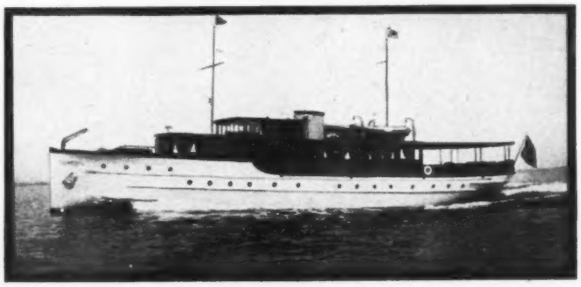
". . . all the yachts we have built in the past number of years have been equipped with your Cutless Bearings . . . it has become the matter of routine to include the Cutless Bearings in all of the designs and specifications that we make.

"We . . . feel that you have eliminated a serious source of trouble to the Yachtsman."

Over 80% of the leading builders of standardized boats have made Goodrich Cutless Bearings their standard bearing equipment. In hundreds of tests made under all possible conditions—in boats large and small—they have successfully demonstrated the exceptional wearing qualities and trouble-free operation of Goodrich Cutless Bearings.

Write for information to The B. F. Goodrich Rubber Company, (Est. 1870), Akron, Ohio.

Yacht "Lamora," *92 feet in length. Designed and built by the New York Yacht, Launch and Engine Co. for Mr. Hunter L. Gary of Kansas City, Mo. Bearing troubles are eliminated on this ship by the use of Goodrich Cutless Bearings.*



Goodrich *Cutless* Bearings

Another B. F. Goodrich *Product*

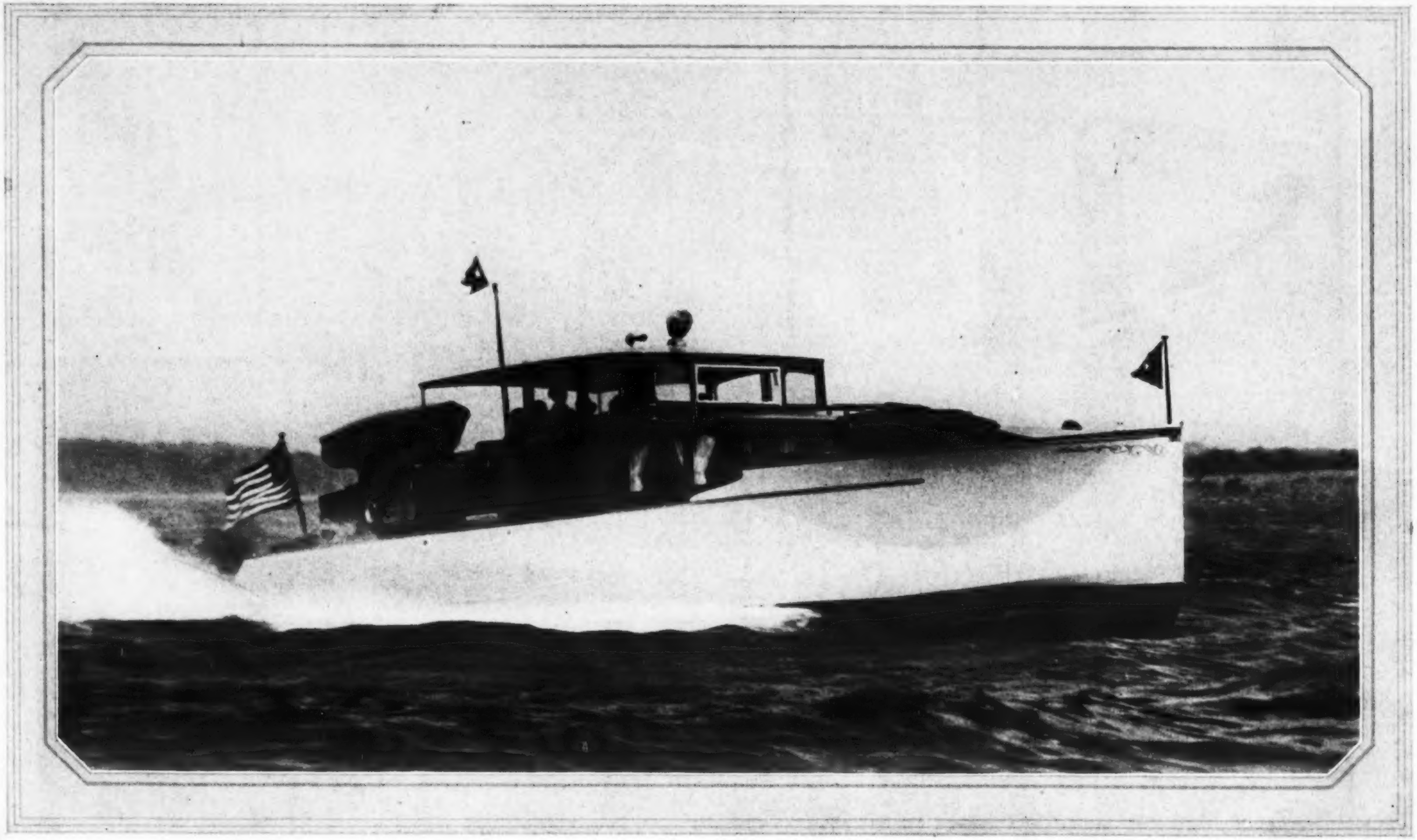


Photo by M. Rosenfeld.

BAMBALINA III, A SPEEDY COMMUTER

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DECEMBER MOTOR BOATING 1930

BLUE SKIES OF BISCAYNE BAY

A Quiet Cruise in Florida's Picturesque Waters Enlivened by a Treasure Hunt With Successful Results

By CONNROD KELSON

SOMEHOW it doesn't seem to me in accordance with good traditions of the sea to turn in and pound one's ear all night with never a thought to what is going on above deck, particularly when lying in a position exposed in any way or on a doubtful holding ground. That is why an alarm clock is an important item in my cruising equipment. Before turning in it is my custom to set the alarm to call at some chosen time depending upon conditions. If a newcomer in a crowded anchorage with a tide I like to be on deck as the current changes to see my boat swing clear of others. When tied up to a strange dock where there is much tidal range I like to inspect lines and fenders before there has been sufficient change to possibly cause trouble. And so, after consulting the tide or current tables, will select the time desired to make an inspection, setting the clock accordingly.

There being nothing to cause apprehension this night I more or less arbitrarily set the clock to call me at two-fifteen a.m. It seemed I had scarcely turned in before the alarm sounded and I made my highly trained grab to choke its clatter and tumbled out of my bunk to drowsily make my way aft into the cockpit for a look around. The moon, partially obscured, was hanging low over the western rim. Overhead the stars burned very brightly. The breeze had dropped and the surface of the water was still, so still it reflected exact images of some major stars. Pacific Reef flashed tirelessly, faithful on its job. The dark, wooded shore slept nestled close to the water. Our riding light shed its yellow gleam. There was no sound saving a diminutive surf across the key.

So was the world safe and my ship secure. I lit a cigarette and wondered whether I really broke out to make inspection or to commune with my boat—fleecing thus a few more golden moments.

There was a coolness in the air so before turning in I threw a light blanket over Anne (who never knows what's going on after she turns in), then tumbling in my bunk knew no more until the sun, drifting in the window full on my face, awakened me, and with it dawned the comforting sense that it was a holiday.

It is my job to light off the galley stove and start the water heating for coffee. This done I went on deck and after extinguishing the anchor light made ready for a dip. This seeming a good time for sighting the anchor, I had it up to find it clear. Then over the side and twice around the boat: Boy! it was great. It is, of course, a good idea to put over the swimming ladder before diving off. As usual I forgot it and so had to call Anne.

By the time the deck work was done Anne had

breakfast ready. We ate in the cockpit. The morning was fine and nearly cloudless. The breeze had not yet sprung up and we floated over our anchor, which could be clearly seen on the bottom with the cable trailing off in a long bight. Before arising from the table the Cruisette was riding to a new flood and a light air from the southeast was rippling the water and bringing in the salt tang of the sea.

While Anne was busy in the cabin I turned to on the bright work, which was good for an hour's hard work. By the time it was done the tropical sun had made itself felt in no uncertain manner and the awning's shade was mighty welcome when I sat down for a smoke preparatory to undertaking the scrubbing of a hopeless looking pair of hands. When I went below it was to nearly fall over Anne and parts of the galley stove, which were spread out on the floor, occupying most of yesterday's paper. She was willing enough to accept help, so together we completely dismantled and gave it a thorough cleaning.

And so pottering around in this manner the forenoon was gone before we realized it. Before our ardor in our tasks was appeased it was time for lunch. This meal, I recall, consisted of nothing more than pilot bread, preserves, and cheese, washed down with iced coffee.

Lunch over Anne was disposed to write a letter and so broke out writing gear. I had a few back numbers of MoToR BoatinG which still had a few words not reread more than twice, so between their covers I lost myself for a time. Anne, head and arms on the table slumbered peacefully over her pen and paper. After awhile she awoke and put away the pen and paper.

We decided to put on bathing suits and go ashore, which was done, forthwith, but not in the usual manner, for instead of standing in to the landing we abandoned ship with a dive and swam to the beach.

Following in the footsteps of yesterday we made for the Eastern shore of the Key and explored its coast pretty thoroughly. The tide was well out and we picked up a sponge or two that seemed good enough to keep. Remembering the experience of the previous afternoon my partner was skeptical of shells and made sure, with a stick, that they were not of the live, walking variety before picking them up.

It does not take a very romantic soul, in such a setting of sunshine and sand, of blue sky and blue sea, of slanting coconut palms and coral, to think upon buried treasure; iron bound chests of decaying wood with a contents of jewels, doubloons, pieces of eight. Sail to Ragged Key, if you will, and sit upon the beach awhile with your pipe. Steep yourself in the tropic sun, lose yourself in that solitude, rendered the more absolute by the breeze whispering in the palms, and the small surf at your feet. Close your eyes and you will see your own craft, anchored off there, change to a galleon, the Jolly Roger floating at the masthead.

Stately palms and many other tropical growths back up Coral Gables famous Cocoplum Beach

Small wonder that our thoughts would turn to Long John Silver and a picturesque (at this distance) crew engaged in planting such a chest, the navigator making a chart—X marks the spot; the long boat hauled up on the sand by the point, yonder. . . . It is amazing how the time slips by. If you don't believe me sail down there next winter instead of laying up the good ship, or if you haven't a boat, acquire one, and try it.

I will not say that we were actually contemplating recovering any of this treasure at the exact moment Anne started to investigate a sponge, or the brown soft object she thought a sponge. Certainly it yielded some to her tug but failed to come away.

"Strange," said she, "to find a piece of gunny sacking here."

"Gunny Sacking!" said I, who am not supposed to be so quick of intellect, "lemme have a look."

Now I know what sometimes comes sewn up in burlap and the thought of it flitted across my mind—impossible, though, that it could really be.

I caught hold and pulled up a little slack burlap, but whatever it was it was well anchored. We scratched away sand and extracted a hard bundle, just about the right size. Boy! excitement ran high. Hard objects gritted together inside. Carefully we took our find up to a bit of wreckage and sat down to open it.

Now, although there was plenty of chance for a good let down, don't think anticipation was lacking. In a matter of seconds, almost, we had cut the first threads with a shell and were ripping open the cloth—six perfect bottles were before us. The labels were off but the foil at the top was perfect.

W. A. Fishbaugh

"Whoopee," said Anne.

"Whoopee, sez you. Two whoopees sez me."

"What kind of lemonade do you think it is?" breathed my temperate Anne.

"The symbols at the masthead indicate Scotch."

"Hop Scotch?"

"Oh, undoubtedly. What a life!" said I.

"Now what do?" asked the Rib.

"Between us we can easily get two bottles aboard now. We'll bury the balance of the treasure and return for it. See that crooked tree? Well, back up against it and take six paces east, then head for that stump and make another six paces. . . . "

Anyway we hid four bottles and made off with two. Anne decided she wouldn't trust herself to swim such a cargo aboard, so her bottle was left on the beach. Mine went with me. Had it gone down, I'd have gone with it.

Were we bored as we bored in the corkscrew? About as bored as a chap experiencing his first tail spin. Phut, went the cork. Instantly our olfactory nerves informed us no error had been made. A sample proved that it was necessary to get under way at once and make the landing inside the dilapidated basin and fetch the other bottles.

We did. Anne shoved off with a basket leaving me to hang on temporary lines until she returned with the goods. While seated on the cabin trunk fending off with my feet I noticed a conclave of clouds gathering in the northwest. Not a breath of air filtered in the shelter of the basin, walled in as it was by mangrove and scrub palmettos. Shifting to the shade of the awning I stole a look at the glass and noticed a fall, but as it had not been observed for a couple of hours or more it was of incomplete significance.

Anne returning with the five treasures reported the breeze fallen and a torrid walk.

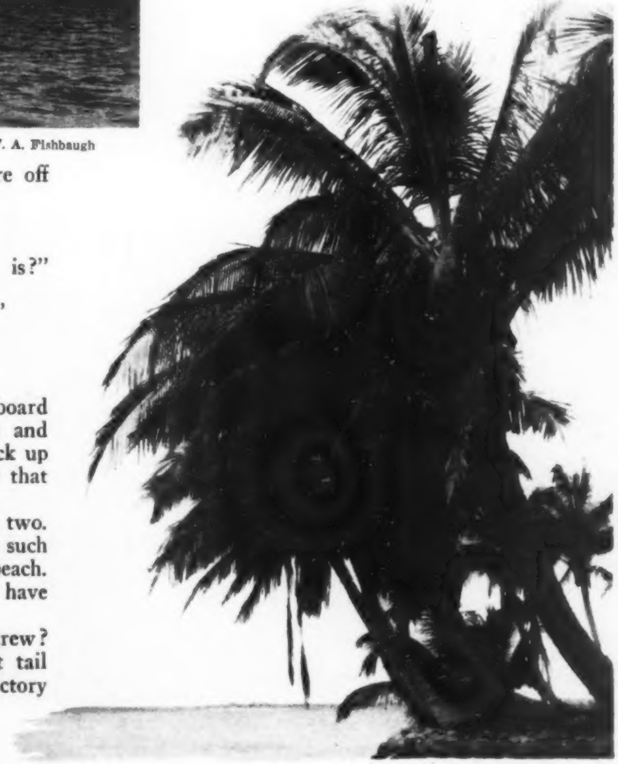
"Glad to be back," she said.

"Pretty ovenlike here," I remarked, "but we'll get outside and anchor and have cool refreshment."

We were about to slip our lines and anchor again in our former position that looked out between the keys, when our attention was directed to one of the big Pan-American Airways planes winging its way towards Miami. We could hear the drone of its motors, as it seemed to pervade the drowsing, sunstruck world. Suddenly it was gone from sight and hearing. A sense of apprehension made itself felt. Sure enough the glass had taken a further tumble.

Dropping a fender over the side I stepped ashore and walked to a spot clear of the trees for a look around: It didn't look so good. To be sure it was pretty black to the North and West, but the arresting detail was a peculiarness of the

(*Continued on page 86*)



The lounge room on the main deck is modernistic and finished in teak

NEW YACHTS MAKE HISTORY

For the First Time in the Annals of Yacht Construction a Vessel Is Launched Completely Fitted and Ready for Sea

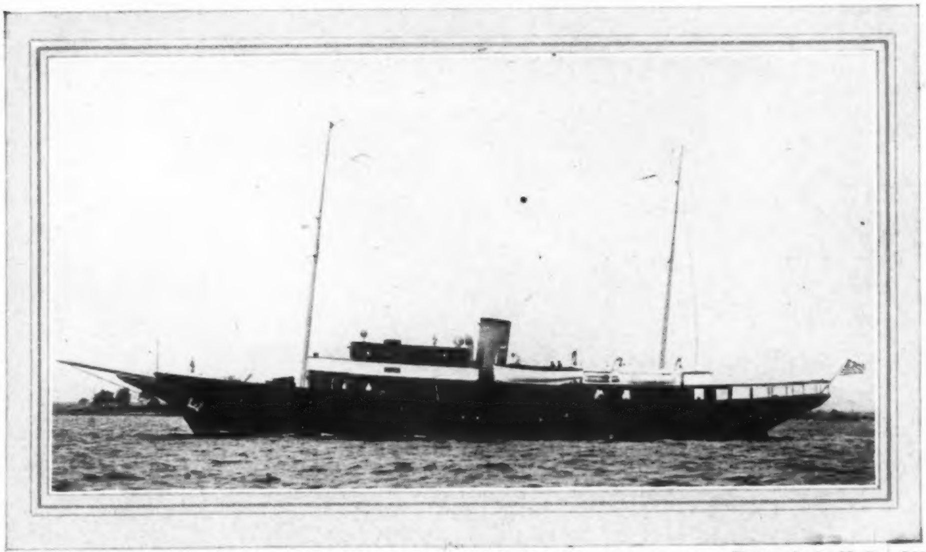
GIELOW, the new 191-foot twin-screw yacht built for J. A. MacDonald, president of Henry J. Gielow, Inc., is a sister ship to Placida owned by H. G. Haskell of Wilmington, Del., Sylvia owned by Logan G. Thomson of Charlevoix, Mich., and Trudione constructed for Ross W. Judson of Detroit. The fifth of a fleet is still on the ways and will be delivered, before spring, to an unnamed yachtsman.

The yacht Gielow set something of shipbuilding history when she took the water at the Bath Iron Works nearly ready for sailing, and, in fact she did sail for New York 48 hours after her initial dip.

The yacht has a black hull, white and buff topsides and is of clipper stem design. Her waterline length is 154 feet, her beam 26 feet 6 inches, and she has a draft of 10 feet. Her main power units are a pair of 425-horsepower Cooper-Bessemer Diesel engines operating on twin screws to develop a crusing speed of 15 miles and a high speed of 17 miles.

It is the unqualified assertion of the designers that not one square foot of space aboard this particular boat or any of her sister boats has been wasted. Room under stairs has been utilized for closet and storage; space along the companionways has been employed for lockers and the roof of the lounging deck has been turned into an unusually free and clear teak sun deck large enough for shuffle board or any other

A pair of Cooper-Bessemer diesel engines of 425 h.p. each can drive Gielow at 17 miles



Photographs by M. Rosenfeld

Gielow, one of several sister ships, is 191 feet in length, all built at the Bath Iron Works

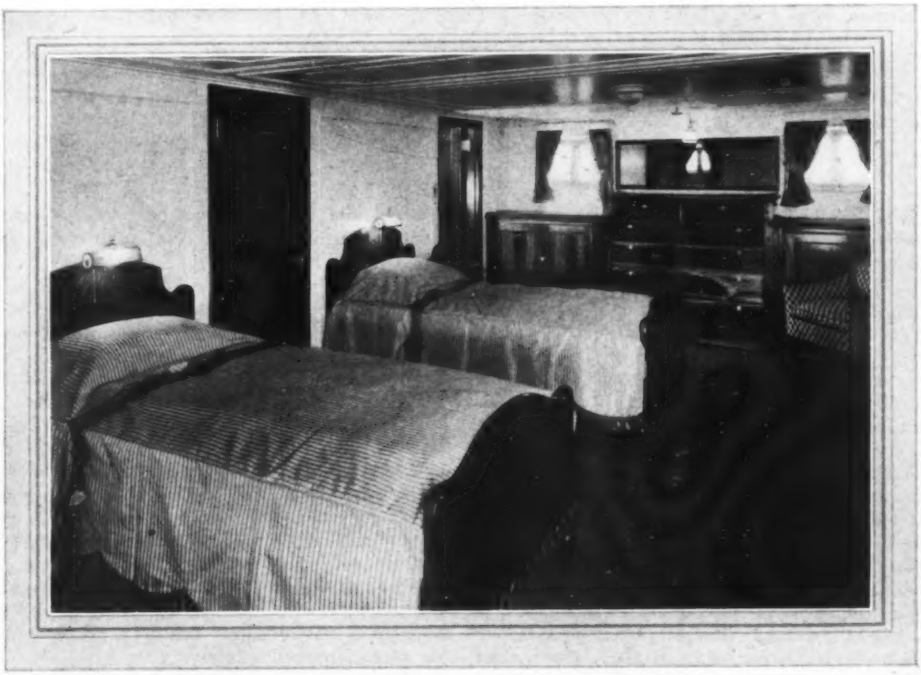
sea-going games of the athletic type.

Below, the living room is finished in English style, with beamed walnut ceilings and paneled walls of the same wood. The rug is taupe and the color scheme in the hangings is conventionalized water lily in old copper and blue. The lighting fixtures are dead old silver and gold with a starfish motif in the background.

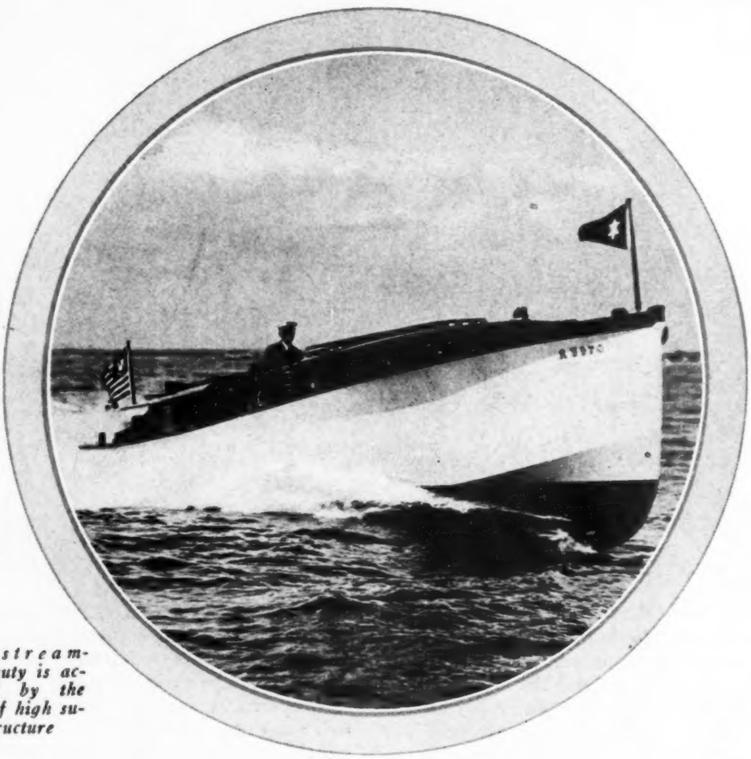
The dining room is predominately old blue and silver on a background of walnut similar to the living room. The general motif is Queen Anne. Lighting fixtures are dead old silver and the rug is two tones of blue. All furniture in this room and all staterooms is specially designed and built by Raphael Studios, Inc., decorators of the yacht.

The lounge room on the main deck is modernistic in tone and is finished throughout in teak. The furniture is dead old red leather and the hangings are silk with modernistic designs.

The owner's suite on the cabin deck is finished in two tones of walnut, with walls and slightly decorated ceilings of ivory. The rug is taupe and the hangings are blue and gold with the same motif carried to the bath room. The double stateroom aft is fitted with two extra large berths and lounging seats so that both the port and starboard side of the room is in duplicate. Two other double staterooms for guests and a single room are finished in rose, green, blue and copper. All public rooms have been fitted with radio outlets.



The owner's stateroom on the cabin deck is finished in two tones of walnut



Zantre's streamlined beauty is accentuated by the absence of high superstructure

ZANTRE AND REGINA

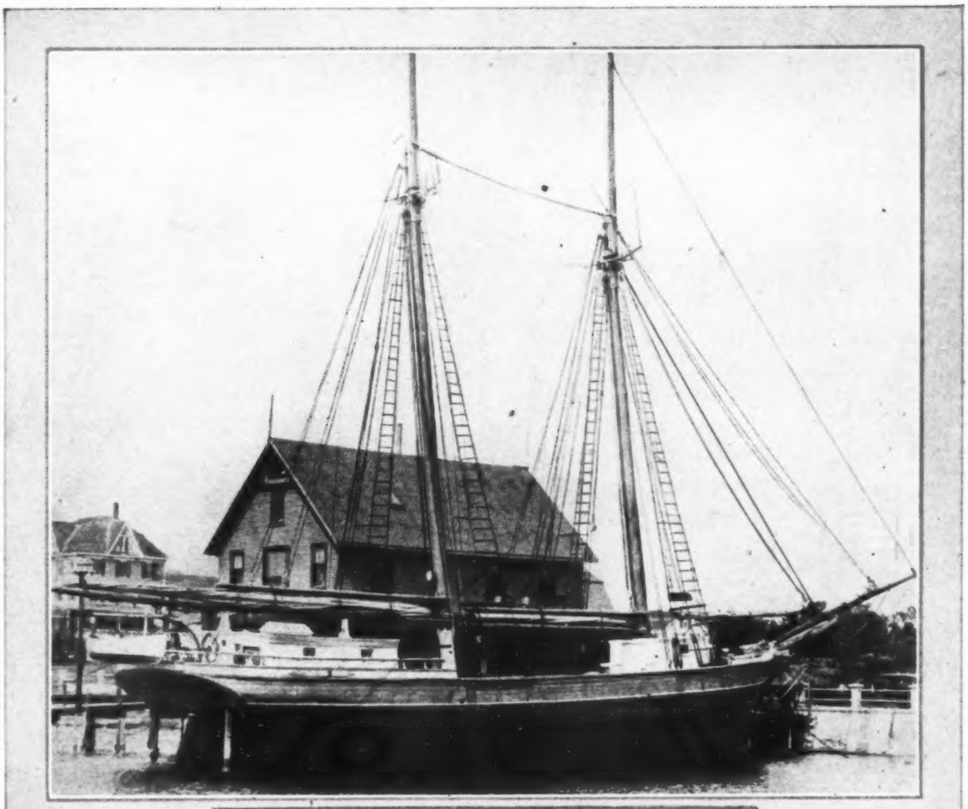
Booth Tarkington's Trim Express Cruiser and Ancient Freight Schooner Present a Contrast Between the Old and New

By ELIZABETH TROTTER

BOOTH TARKINGTON, for many summers, springs and autumns resident of a little Yankee fishing village on the Maine coast, is a motor boat man, and also some other kinds of a boat man, by adoption, so to speak. Like so many other inlanders whose ancestors lived on the seacoast, Mr. Tarkington had a long time to wait before he got back to salt water; but when he finally did, his enthusiasm was only increased by the waiting. Twenty years ago he began with a twenty-foot, single-cylinder motor boat so wet that it kept him and his invited passengers in oilskins except upon days of flat calm. Then, after three years of drenching, he had a couple of seasons in a twenty-eight-foot, two-cylinder boat only a little dryer, and after that he bought a lifeboat model with a four-cylinder engine that had a superior speed—eight miles an hour when opened up—and successfully endured a glancing spank from the tail of a small whale.

Finally, he discovered, however, that just above the village bridge at Kennebunkport there was a man who could build real boats, and Mr. Tarkington explains that the reason he was so long in finding this out was the fact that this real boat builder is the quietest man in New England, with the single exception of Calvin Coolidge. Both of these men, Mr. Coolidge and Clement L. Clark, the Kennebunkport boat builder, have exhibited no inconsiderable efficiency, Mr. Tarkington says, in spite of their vocal reticence. Mr. Coolidge's administration withstands the criticism of history, and so do Mr. Clark's boats.

Eight years ago Mr. Clark built for Mr. Tarkington the bridge-deck, Hand V-bottom day cruiser, Zantu, which was described in the pages of this magazine and was thought worthy also of favorable editorial comment at the time. In 1926, disabled at sea, Zantu comfortably rode out the sharpest bolt of wind known on that strip of coast for many years and was brought blithely into port after both boat and passengers had been given up by the majority of local inhabitants ashore. Zantu is as staunch today as in the hour of her launching; but Mr. Tarkington is not an exception among motor boat men, who all seem to dream continually of a little more speed and a little more size. Therefore, during the last winter and



Regina is a relic of by-gone days. She has been restored to her original design and occupies a permanent berth at Kennebunkport

A corner of The Deck-House Floats, Mr. Tarkington's old boat shop, which he has fixed up with seagoing curios as a loafing place

spring Mr. Clark built for him the express cruiser Zantre, which will be described a little later in this screed.

At the same time that Mr. Clark was building Zantre, however, he was engaged upon another task by the same customer. Many years ago Mr. Tarkington began to acquire old ship models, and finally he was caught by the desire for an old ship itself. Up and down the coast he sought for what he wanted; but after months of bafflement he again turned to Mr. Clark, and the latter found and had brought to Kennebunkport the old freight packet schooner Regina, 105 tons burden. Mr. Clark built a ponderous cradle for her in the tide mud of the Kennebunk River, and, upon a high-running tide, lured the antique vessel into this permanent berth, snugly up against the veranda of The Deck-House Floats, the old boat building shop that now serves Mr. Tarkington and a friend as a loafing place and boat house. Regina, for commercial purposes, had suffered alterations from her original design; but Mr. Clark restored her to her ancient perfection, for he is a descendant of builders of vessels, has ship building in his blood and knows what an old ship should be as well as he knows what the most modern type of yacht or speed boat should be.

A year ago an eminent architect, whose summer home is at Kittery, had a fancy for a yawl that should be a pinkey, and made inquiries in his neighborhood in regard to the building of such a craft. "Go up to Kennebunkport and find Clem Clark," he was told. "Clem Clark'll build you a pinkey, if you want a good one. He's the best boat builder on the coast." The architect wanted a good one; and that is what Clem Clark built for him.

Zantre, Mr. Tarkington's new boat, the second boat Mr. Clark has built for him, is a double-cabin express cruiser, forty-five feet over all, with a beam of ten feet six inches, and a three-foot draft. Her hull is Hand V-bottom design, altered by Mr. Clark to suit the twin screws that are driven by two 225 horsepower six-cylinder Kermath engines. She has an easy cruising speed of twenty-eight nautical miles an hour. Her lines are long and low, yet there is full headroom in both of her cabins, the engine-room aft, and the beautifully finished forward cabin, which includes a small galley and lavatory, as well as a capacious

(Continued on page 94)

The two Dee Wite 22-foot runabouts passing down the Hudson River on their sanctioned endurance test and run from Detroit to the Mississippi River

4000 MILE ENDURANCE TEST RUN

Two Dee-Wite Stock Runabouts Enroute From Detroit to the Mississippi Under the Supervision of the American Power Boat Association

WINNING through terrific seas on Lake Erie, slipping through the New York State canal system without a hitch, the two Dee Wite endurance boats are, at this writing, spurting down the Atlantic seaboard in their dash from New York to Miami. Maude Hughes of New York is at the wheel of one boat, assisted by Peggy Radcliffe of Philadelphia.

Sensational performance of the two 22-footers has featured the entire trip. The new Lodge 8-cylinder, 135 horse-power motors turned up every minute—brought the craft through like thoroughbreds. Lake Erie was at its worst. Huge combers hid boats and crews from each other although they were seldom more than 50 yards apart. The weather was bitter cold and the wind cutting.

The Misses Hughes and Radcliffe express complete confidence in their boat—put it through its paces before leaving for the south. Miss Hughes is a veteran speed boat pilot, having entered and won

(*Contined on page* 128)

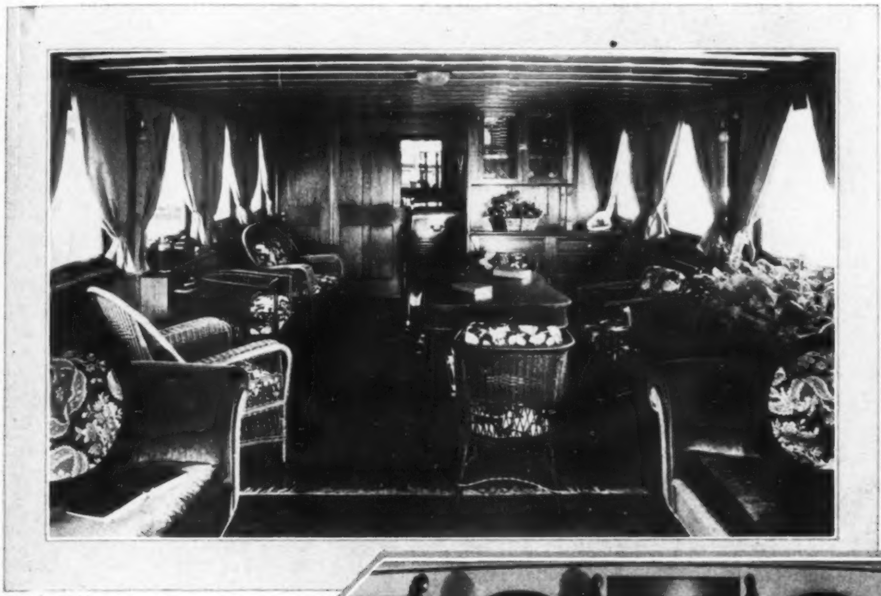
Dee Wite
Dee Wite
Dee Wite

Miss Peggy Radcliffe, Les Rogers, Joseph Lodge and Maude Hughes, drivers and builders

A close up of the Dee Wite 22-footer. This is a regular stock runabout powered with a Lodge motor located astern

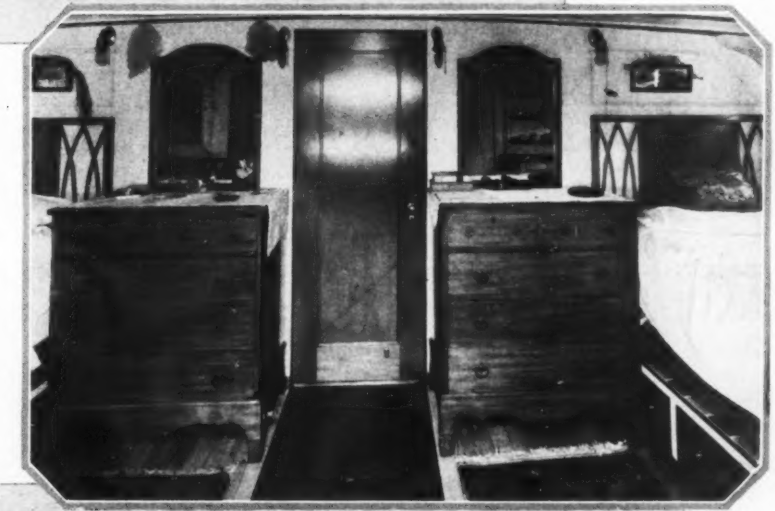
NEMO III—A DISTINCTIVE HOUSEBOAT

Designed and Built by the N. Y. Yacht Launch & Engine Company



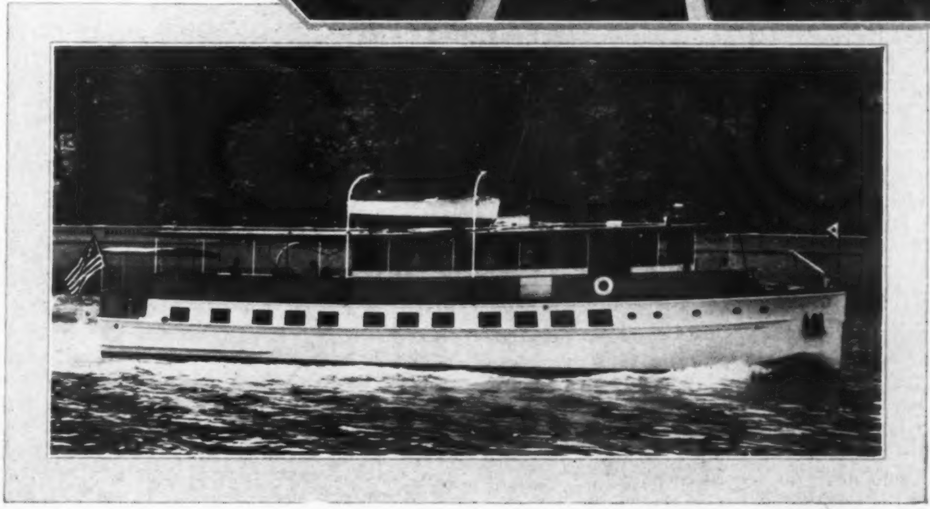
M. Rosenfeld

Careful attention was paid to the appointment of the salon on the upper deck. Its cheery atmosphere tempts passengers to lounge within, even in pleasant weather



Comfort in living quarters was stressed, both for owner and crew. The generous beam has permitted an abundance of space for large staterooms

Nemo III is owned by H. Malchow of Atlanta, Ga. She is 77 feet long, 17 feet beam, 3½ feet draft and makes 13 m.p.h. with twin 20th Century motors



The town of Thira, on the island of Santorin, perched 950 feet up from the sea

AEGEAN HARBOR ADVENTURES

Hotspur Comes to the Volcanic Island of Santorin, Where Nature Is Beautiful or Grand—But Oh the Anchorages!

By ALFRED F. LOOMIS

Author of The Cruise of the Hippocampus, Fair Winds in the Far Baltic, Etc.

PART V

SANTORIN, called *Calliste,* or the Beautiful Isle by the Phoenicians, is not only the most interesting island in the Aegean, but the most active. Until the year 237 B.C. the island was circular in shape, and about nine miles in diameter. Then the volcano in its center erupted and let in the sea through two wide gaps to the northwest and southwest. That left two islands, one small and rather rectangular and the other large and crescent-shaped, with four miles of deep blue sea occupying the center of the original island. A few years later the submerged volcano became active again and threw up an islet (Paleo Kaimeni) of cinder and lava in the middle of the bay, and in the year 1707 another eruption produced another islet, Neo Kaimeni. A third mass of cinders, shown on the chart as Mikro Kaimeni (or Little Burnt Isle) appeared at a date not mentioned in the *Coast Pilot;* but this omission is unimportant because in the last eruption of 1924-5 Mikro Kaimeni was enlarged and joined to Neo Kaimeni.

One would suppose from a cursory glance at the chart that the circular bay offers in modern times a wonderful land-locked anchorage. The gap to the northwest (whence blow the prevailing winds) is only a mile across, and that to the southwest is partially blocked by the craters in the center. But a more careful inspection shows the bottom slipping off to depths of 200 fathoms, with adjacent soundings dropping abruptly from five to 100 fathoms. A glance at the shore reveals another surprising fact—that the inner faces of Santorin and its companion island of Therasia rise precipitously from the sea to heights of 1,000 feet, with the almost perpendicular cliffs nowhere lower than 300 feet.

Having gleaned this much information one might conclude that Santorin is avoided by all who do not have murderous or suicidal intent, but the fact is that despite volcano, precipices, and dangerous harbor the island is one of the most heavily populated of the Cyclades. Fifteen thousand persons, who, according to the *Pilot* are "honest, industrious, and much attached to their volcanic island," live in clusters of houses perched on top of the cliffs. But to say that they live there is not to explain why they do.

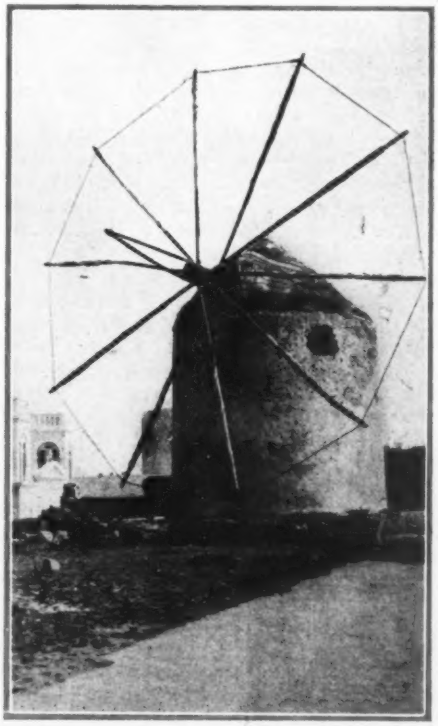
They didn't look to me like the energetic sort of people who climb 1,000-foot cliffs for the fun or the exercise. In fact, I have been assured that the Santorinians take no exercise and have no fun. Nor did they seem like people who thrive on danger, for their volcano erupts no oftener than once in a lifetime and on those rare occasions stimulates little adrenalin. Greek islanders are said to have a fine eye for beauty—but the aesthetic lure keeps very few on Santorin for the reason that its great beauty is apparent only to those who are not on it. It is therefore idle to wonder further why 15,000 persons live on the cliffs of Santorin.

Hotspur anchored in the warm embrace of the volcano and wondering what it's all about

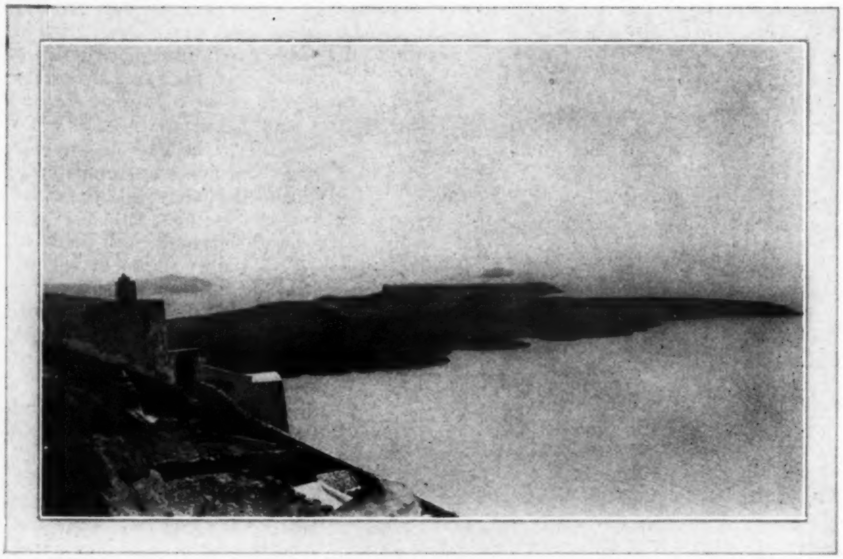
Approaching the island from Nios in Hotspur, we first saw the northern, outer face, and caught nothing distinctive in its beauty. From this angle the island was like many we had seen—finger ridges stretched down to the sea, their adjoining valleys bathed in soft lights and shadows, and a collection of white houses along the skyline. But as we passed through the northwest gap and saw the inner face of the island we gasped with astonishment. Here, the chart told us, was the village of Epanomeria, and the square cable house at the base of the cliff and the lighthouse at its crest gave testimony to the reality of the scene. All else was pure fairyland—all, that is, with the exception of a kaiki rolling at its mooring between two saw-toothed masses of villainous rock, and that was the conception of a disordered imagination.

From a group of pink and white buildings at the water's edge a magic roadway zigzagged at a preposterous grade up a sheer cliff, which was dark in general tone and marked by a horizontal streak of black cinder rock half way up. At the top rested a fantasy of white structures, some with flat roofs, others domed in the architecture of the East, some supported by flying buttresses of masonry, others separated by short flights of perpendicular steps. On the stairs and roofs (some of which were not only roofs but the streets of this cloud city) dark figures, which we knew to be people, heightened the unreality of the scene. A laden donkey plodded slowly up the roadway and from somewhere came the un-

The narrow streets of Thira are suitable only to pedestrian traffic leading up steep steps over the roofs of houses



The windmills of the Greeks are not the lattice ones of the Dutch. These are propelled by jib-shaped triangles of cloth



Looking southwest from Thira down on the volcanic center of Santorin. Six years ago the craters erupted nearly doubling the size of the sulphorous isle

earthly sound of another donkey's braying.

So absorbed were we by this vision of incredibility that we did not notice that Hotspur was being attacked by pirates—or pilots. A rowboat shot alongside, hands grasped our rail, a painter was slipped over a convenient cleat, and three grinning islanders settled back on their thwarts and motioned us to starboard our helm for Epanomeria. By their grins and gestures they indicated that Epanomeria was the finest village on the island, that the mooring place was perfect, and that for a very few drachmes they would show us where to go. But our plans were otherwise.

This northernmost village of Santorin stands less than 400 feet above the sea, and we wanted to stop beneath Thira, which looks down from an eminence of 950 feet. So while I started the motor and furled sails, P. L. kept the tiller amidship. Slowly the grins of our pilots faded, and as we drew past their cherished town and they knew we could not be persuaded they cast off their painter and dropped disconsolately back.

Now we were inside the bay, with the volcano a little on our starboard bow, and the dark, precipitous cliffs of its quondam crater encircling us. Ahead, beyond the village of Thira, which was for the moment hidden by a projecting spur of rock, several landslips of white clay gave the appearance of mountain torrents rushing headlong into the blue sea. This clay, we later learned, is exported in large quantities and is also made into porcelain in a factory on the cliff, being one of the principal sources of revenue to the islanders.

As Thira drew into view and we saw again an eerie beauty like that of Epanomeria—a beauty, however, which lacks the breath-taking quality of the northerly town's—another rowboat made frantic efforts to come alongside. I have, as elsewhere noted, an aversion to pilots, born partly of my own arrogance and partly of the sad experiences of friends who, hiring them, have run aground in shoal harbors. It was, therefore, my first impulse to steer around this rowboat and avoid it. But it next occurred to me that the two putative pilots in the boat had had a long row out to meet us, and that they could do no harm if I merely towed them home.

I slowed down, therefore, tossed them an end of the main sheet, and went on about my business of sizing up the best place to anchor. This misplaced good Samaritanism led to one of the funniest as well as the most vexatious incidents of my cruising experience.

A moment after I had passed the line I was amazed to feel another hand on Hotspur's tiller. Turning around I saw a small, monkeyish sort of man endeavoring to take command of the boat. He was blind in one eye, had a bad squint in the other, and showed no more than infantile intelligence in his face. A blue, visored cap on his small head failed lamentably to give him the look of authority.

I petulantly snatched the tiller out of his hand and by so doing let him know that I would conn the cutter. He was unabashed, tapping me on the shoulder with a scrawny hand and indicating the proper place to anchor. I waved him away, slowed down the motor, and continued my inspection of the anchorage.

Beauty was now out of the picture, and as an anchorage it was undoubtedly the worst I have ever come across. From a height of nearly a thousand feet the cliff tumbled down into the sea, with only enough level space along the water's edge for the accommodation of a series of long warehouses, fronted by a

According to the chart and Coast Pilot this buoy is moored 150 yards from shore

P. L. and Guillaume, sniffing the sulphurous breezes of the volcanic island, couldn't keep their faces straight

narrow landing and a four-foot vertical retaining wall. To the left a point of land projected, forming a small cove in which three kaikis were moored stern on, their anchor chains dropping straight down from their hawse pipes. The kaiki nearest the point of land had an additional chain out diagonally from its starboard bow to a bollard in the cliff cut from solid rock. A huge mooring buoy, shown on the chart and mentioned in the *Pilot* as being situated 150 yards off the landing, reposed on the skala, a hole in its side indicating why it was no longer afloat. It seemed to me in sizing up the situation that half-way decent anchorage could be taken only near the port side of the outer kaiki.

I went into neutral and as Hotspur lost way stepped forward to let go the hook. This was the squint-eyed native's opportunity to seize the tiller and shove it hard aport. Hotspur obediently steered away from my prospective anchorage and I hopped back to the cockpit ready to do murder. But the self-appointed pilot was so sure of the correctness of his intentions and so obviously anxious to be helpful that I let him carry on. The boat now drifted within twenty yards of the sea wall, and I saw opening behind it a little rectangular basin for rowboats. A group of men and boys stood on the wall ready to take lines and warp us into the basin. The squint-eyed pilot's friend in the rowboat cast off and rowed away with a stern line to which he had helped himself, and before I could register resistance Hotspur was completely in the hands of the natives. In another minute she had been turned around and hauled stern first into the basin.

Kaiki moored at the island of Santorin. Caves in the side of the cliffs are used as refuges for donkeys

Everybody except myself was working busily mooring her fore and aft when I looked over the side and saw less than three feet of water beneath the keel. I was immediately seized with a violent attack of claustrophobia. The basin might be all right for rowboats, but if a storm blew up and a swell set in it would be all wrong for Hotspur. I saw her grinding bottom as the sea heaved, pressed back by the force of a westerly gale, and unable to get clear and find sea room. So I began to do things on my own account.

First I had a bow line carried ashore beyond the basin and then I went ahead with the propeller, forgetful (or perhaps ignorant at the moment) that our stern line was made fast to a string of varkes. These all surged after us, and in answer to shouts from the onlookers I let go the stern line. Then my self-appointed pilot began to haul in on the bow line and in another instant our bow was scrunching bottom. At that my patience left me. I rushed forward, seized the little devil by the shoulders, walked him to the cockpit and told him to sit there and not even blink an eyelid until he had permission. He didn't know a word of English, but he knew the meaning of walking Spanish and sat down, accompanied by a shout of laughter from ashore.

With the propeller in reverse Hotspur came afloat, but try as I would in those narrow quarters I could not turn her bow away from the shore. I went ahead and back, ahead and back, and only discovered after the third try that the squint-eyed one was still helping. In the preliminary moves of this game of pigs-in-clover an extra stern line had been secured to the outer wall of the basin, and I had left it there, slack, meaning to moor to it when (and if)

Continued on page 72)

THE WANDERER—OF LIVERPOOL

By JOHN MASEFIELD

POET LAUREATE OF ENGLAND

Illustrations by Gordon Grant

PART IV.

THE LAST VOYAGE

Captain, T. Dunning

Chief Mate, J. G. Spencer

Second Mate, H. Daniel, who had been granted leave of absence, so that he might take his examination for Chief Mate, was to rejoin the ship in Hamburg. Mr. Drew, an old Channel pilot, made the passage to Hamburg as an assistant Navigator.

The Crew	Age in 1907
D. R. Mason	42
G. Quillio	29
James Roberts	60
Thomas F. Kelly	17
Harold Coates	17
Alex. C. Kerr	18
Edward Wilson	35
Michael Sheridan	25
Frederik Wills	34
John Adam	23
W. Shea	26
Arthur Bracegirdle	26
Daniel Macdonald	59
Lionel Babinall	21
Edward Legrange	50
Neil Haggarty	32
Campbell Burke	59

Mrs. Dunning, the Captain's wife, was on board in this passage.

The crew was to be completed in Hamburg after the ship had loaded.

Left Liverpool, April 7th, 1907, with slag ballast on board, in tow of the tug Sarah Jolliffe, to load coke in Hamburg, for Santa Rosalia. Reached the mouth of the Elbe at noon, April 13th, and took on board the Elbe Pilot, A. Strohsahl.

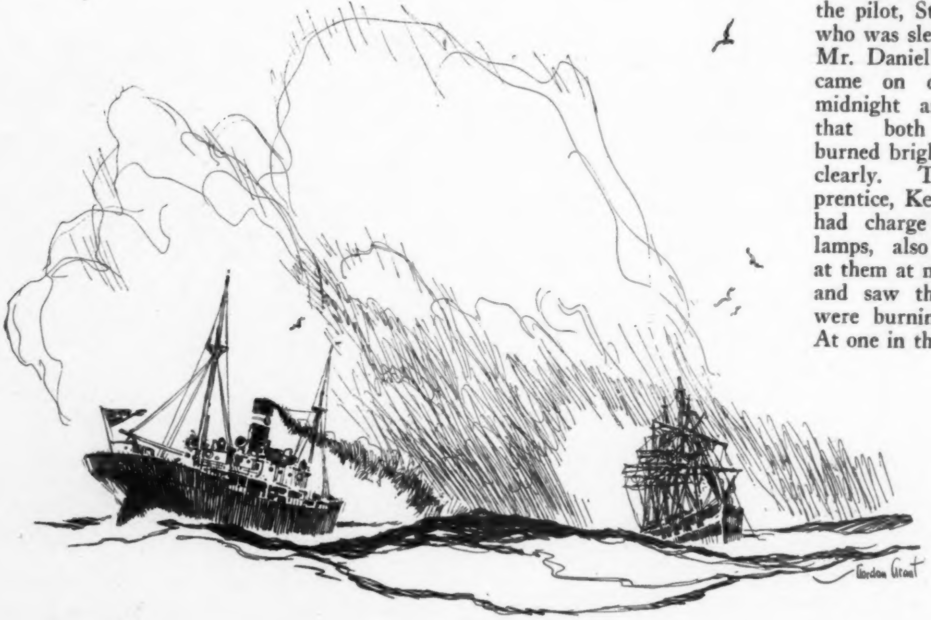
Anchored in the nearer Altenbruch Road, 4.30 p. m. April 13th "in a place which permitted a safe ride," (with fifty fathoms chain.)

Run into and sunk at about 2 a. m. on April 14th, 1907. The ship a total loss. No lives lost.

Having anchored, in the Altenbruch Road, the Wanderer cast off the Sarah Jolliffe, which then proceded towards England. The Wanderer was to tow up to Hamburg the next morning with the German tug Lome. It was fine clear easterly weather with a day-old moon.

THE riding-lights were set at 7.15 p.m., one, as usual, aft, at the peak of the gaff, about 20 feet up: the other, not as usual, from the forestay, but (at the Pilot's order) about 35 feet up, in the starboard foreshrouds on the fourth starboard swifter. The lights burned well and clear, but this starboard light had a wide arc of darkness. An anchor watch was set of one seaman, and one officer.

The rest of the Wanderer's crew, having cleared up decks and supped, turned in for the night. Captain Dunning, having seen that the riding lights were burning well, turned in at 10.30 p.m. Captain Spencer, and with him the pilot, Strohsahl, who was sleeping in Mr. Daniel's cabin, came on deck at midnight and saw that both lights burned brightly and clearly. The apprentice, Kelly, who had charge of the lamps, also looked at them at midnight and saw that they were burning well. At one in the morn-



ing the seaman Wilson, whose anchor watch it was, thought that they burned so brightly that he need not trim them.

At about nine on the Saturday evening the Austral liner, Hagen, anchored not far from the Wanderer, and lay there lit with many bright lights.

A pilot, going down the Elbe five minutes later, being dazzled by these bright lights, failed to see the Wanderer's lights until he saw the loom of her rigging. A second pilot at 9.15 also going down stream had the same experience. A third a little later, on landing at Cuxhaven, asked a light-tender on the pier there, "What is that sailing ship that lies by Altenbruch? She carries so bad lights it is to be feared that she'll be run into." On the other hand the four officers of the Hagen all thought that the Wanderer's lights, though not specially bright, were not burning badly.

Another pilot said that they were burning brightly.

Another pilot said that they were burning well.

Another pilot said that they were burning well enough.

Another pilot said that they were not burning very brightly.

Another pilot said that they were burning very ill indeed.

Another pilot said that the after light was less bright than the other.

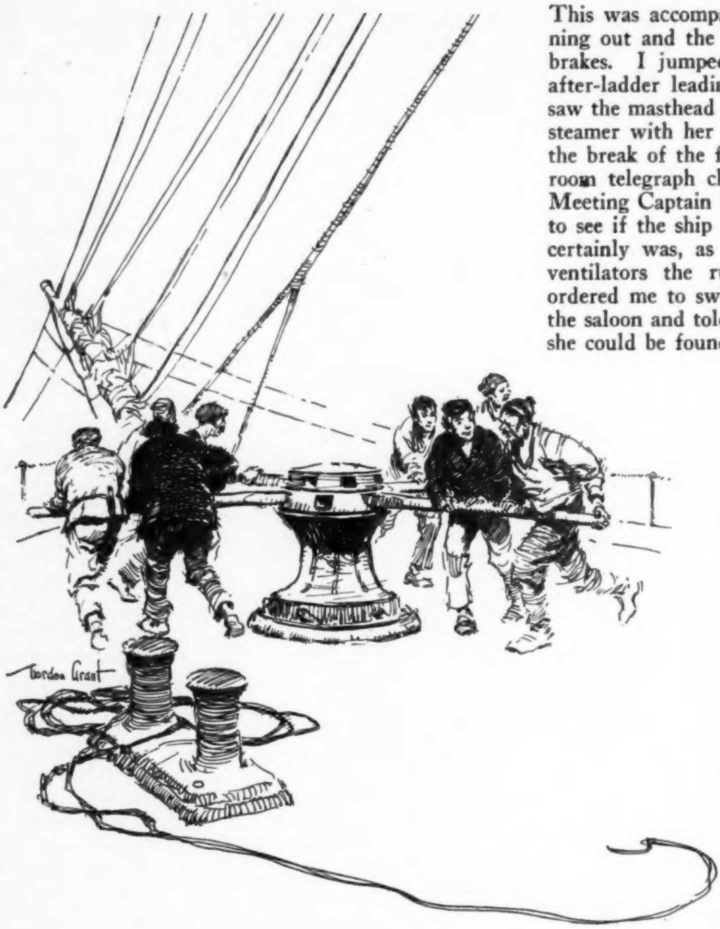
In that afternoon of the 13th of April, a twin-screw steamer of the Woermann Line, the Gertrud Woermann (R.B.P.Q.), built at Hamburg in 1905, a ship of 6,331 gross, 4,011 net tons, under Captain Jacob Jensen, arrived at Cuxhaven with some six or seven hundred Colonial German soldiers from South West Africa. In the evening these troops landed at Cuxhaven.

At about twenty minutes past one in the Sunday morning, April 14th, it being then flood tide, the Gertrud Woermann pulled out from Cuxhaven into the Elbe with the help of the tug Lome. On getting into the stream she cast off the tug and proceeded full speed ahead up stream for Brunsbuttel. The tug followed her at a little distance to help her to dock at Brunsbuttel. It was a dark night but very strangely clear. The ship, with the flood, made from 14 to 15 knots. She had two pilots on board, both on the bridge. The Captain was on the bridge, in charge; with him was the Second Officer, whose watch it was. The seaman who should have been in the crow's nest on the lookout, was at work aft, clearing up, and making ready the mooring gear.

At about 1.40 the Captain said that he was "going for a second below, to get his cloak." He left the bridge. A few minutes later the look-out seaman, having finished his work on deck, climbed to the crow's nest, and proceeded to make himself snug there, before looking out. The crow's nest was 20 meters forward from the bridge and 4 meters higher.

The helmsman, at this moment, was on a course of ESE½E. He had had just passed a little to the south of an anchored ship with very bright riding lights, when he caught sight of two lanterns dead ahead. He mentioned these lights to the two pilots whose glasses at the moment were on their navigation beacons. Neither pilot knew that there was no look-out in the crow's nest.

One of the two pilots, at the helmsman's call, looked ahead and saw the two riding-lights. To him they seemed to be "burning dim and pretty distant." He "ported rudder" at once, so as to leave this anchored ship to starboard, but then saw that the ship was not distant but very very near. He at once set both engines full steam astern, and shifted the rudder to starboard, so that if he could not avoid the collision, he might lessen it. Neither change of helm made any appreciable difference. At the same instant, the look-out man saw the riding-lights, but did not sing out, because "on the bridge a great row was going on, from which he concluded that these lights were also plainly seen upon the bridge." The Captain, who was talking in the cabin with an official of the Line, ran



on deck at the sound of the telegraph bells. He reached the bridge just as the Gertrud Woermann struck the Wanderer on the port bow somewhere abaft the collision bulkhead. It was thought that the engines had been going astern for about a minute when the crash came. The Engine Room Log books noted going full speed astern at 1.51 a.m. The helmsman thought that the collision came 21 seconds after his first porting rudder.

After cutting into the Wanderer the Gertrud Woermann backed away, signalled to the tug to render help, and then drove on, on a N.N.W. course, to anchor, to look to herself. She had on her bow, on both sides, under the hawse holes, many deep dents, but remained tight, and was able to proceed to Emden the next day. Her Captain lowered a boat, but seeing that the tug was with the Wanderer he hoisted her again. The tug seems to have been watchfully following the Gertrud Woermann. She, too, failed to see the Wanderer's lights, altered helm suddenly on seeing her rigging, and missed her by twenty yards.

The instant before the collision the seaman Wilson, keeping the anchor watch on the Wanderer's bridge, saw the Gertrud Woermann's masthead and starboard lights. The crash followed on the instant. Two of those who were in the Wanderer at the time have sent me the following accounts.

Mr., now Captain, Spencer writes:—

"At 1.45 a. m. on the 14th, the weather being beautifully clear, there was a terrific crash. The ship heeled to starboard heavily, and then righted herself. This was accompanied by the noise of the cable running out and the squealing of the protesting windlass brakes. I jumped out of my room, ran up the port after-ladder leading to the midship bridge, and there saw the masthead and green lights of a large passenger steamer with her bows jammed into our port bow at the break of the forecastle head. I heard her engine-room telegraph clang and she backed away from us. Meeting Captain Dunning on the foredeck he told me to see if the ship were going to sink. I said that she certainly was, as I could hear through the forward ventilators the rush of water into the ship. He ordered me to swing out the lifeboat, and I went to the saloon and told Mrs. Dunning to stay there where she could be found, and I would return for her when the boat was ready.

"We smashed the chocks and swung the starboard boat out, lowering her, fortunately, level with the rail, and I then went for Mrs. Dunning. As I came out of the saloon I found on the port side a tug and into this I put Mrs. Dunning, and then ordered him to go forward and take a line in an attempt to beach the ship on the Medem Sand. By this time the ship had begun to list to port.

"The tug gave us a small wire hawser through the starboard breast-pipe, and we then knocked out the shackle pin at the forty-five fathoms. As the ship was now listing rapidly, Captain Dunning ordered all hands to the boat, and a minute or so after we got adrift the ship rolled over on her side, and lay partially submerged. We drifted about in the dark and later were picked up by the tug Fair Play V.

"We then spoke to the tug which had Mrs. Dunning on board, and she was delighted to find us safe, as she thought that we had gone with the ship.

"The whole of the foregoing happened between 1.45 and 2 a. m., just fifteen minutes. But to tell of the incidents and impressions in detail would take much longer, and this is just a short account of the last minutes of the Wanderer, a ship I had a very deep affection for and probably one of the strongest and finest sailing vessels ever built.

"We were all landed at Cuxhaven at 4 a. m. and later went to Hamburg, the Captain and I remaining there for a month for the trial."

Mr. Kelly, then an apprentice in her, writes:—

"At 2 a. m. on Sunday the German steamer Gertrud Woermann from Africa ran into the Wanderer, striking her on the port bow and cutting into the forward collision bulkheads. Everybody was out on deck instantly, and when we came on deck we saw what appeared like a city of lights moving away from us. Our old ship was listing heavily to port when the Captain gave the order, "Every man for himself." There was no panic. All hands made their way along the starboard rail to the starboard lifeboat. The boat was launched with difficulty, as the side of the ship was at an angle of forty-five degrees. The crew then got into the boat, all very scantily clad. In twenty minutes from the collision our poor barque was lying on her side in sinking sands, the greater part of the deck under water. Our boat was picked up by the German tug Fairplay V. of Hamburg after other ships had passed, not having heard us hail them. We were landed at Cuxhaven, and later sent to Hamburg in a Woermann Line tug. There was a dock strike at the last-named place and, when we arrived at the landing stage, things looked very black, until a port or harbor man told the strikers that we were shipwrecked sailors, not strikebreakers, as they took us to be."

The crew behaved heroically during the last few minutes. All hands had been suddenly roused from sleep by a crash. They ran on deck half-clad and barefooted to find their ship sinking. What they achieved in those few minutes is due to the two men in command, Captain Dunning and Mr. Spencer.

It was a pitch dark night, and all that was done had to be done in the dark, against time. First, flares were lit; then, when the Lome drew alongside, Mrs. Dunning was put aboard her, and the effort made to put the ship onto the mud to the north. She was actually moved to some little distance before the list made them cast off and abandon ship. The Elbe pilot, A. Strohsahl, would not go in the much over-crowded boat, but remained on board. He climbed up the starboard main-rigging as high as the yard, and then, finding that the ship was going further over, went up to the crosstrees, and was perched there at her last lurch, when she went down, with her riding lights burning to the last. His cries were heard on board the Lome; the tug drew up to the wreck and took him off.

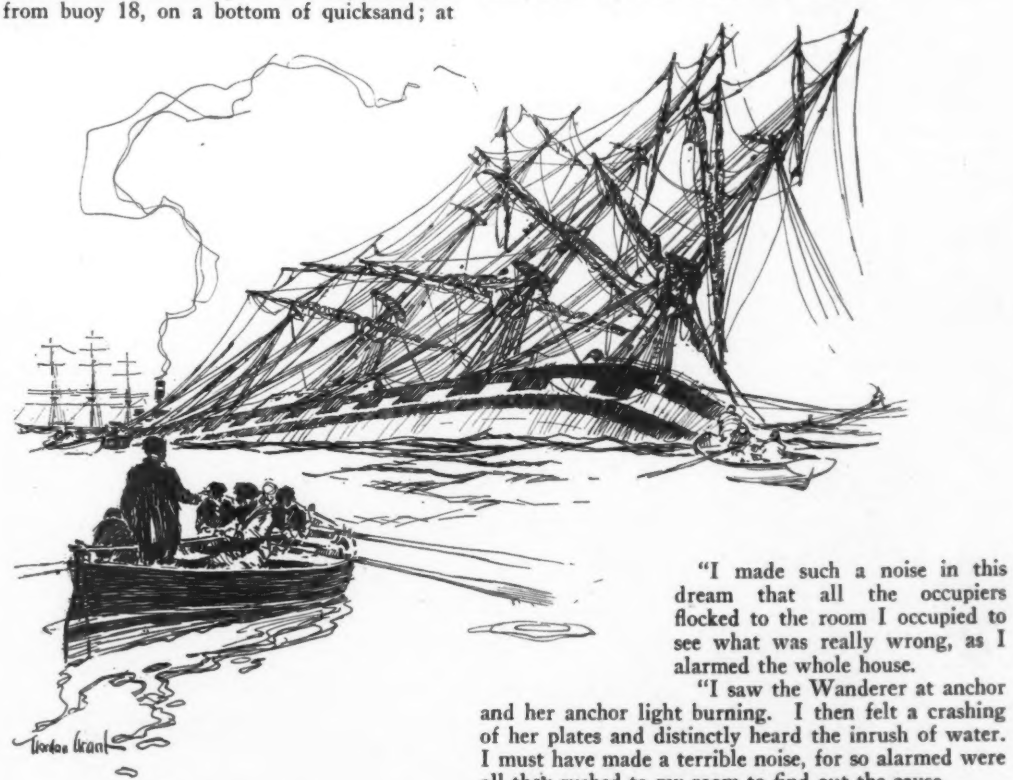
The wreck lay on her port side in twenty-four feet of water between the black buoys 17 and 18, about 800 meters from buoy 18, on a bottom of quicksand; at low tide her starboard side was above water. It was thought that the ship might be saved by prompt action.

Early the next morning, however, the position altered, the ship began to settle into the sand; by mid-day on the 16th it was seen that she was settling so fast that she could not be saved. As she was a serious danger to navigation it was ordered that she should be destroyed. The *Nordischer Bergungs Verein* of Hamburg undertook to blow her up with dynamite. Owing to a very strong current, the divers were only able to work during slack water, "which meant a working time of only one or two hours a day." For this reason, the destruction was not completed until the 9th of September, although only the starboard side was destroyed. The rest of her, deeply embedded in quicksand, is there still. As she was one of the most strongly built ships then in the world, the destruction of the one side of her cost £12,000. Little or nothing was saved from her except a few of her plates, and such running gear and canvas as could be taken from her masts in calm weather. Her anchor and chain were recovered from where they had been slipped. The riding lights, about which there was much question at the Court of Enquiry, could not be salved, because the floating gear from the fore and jigger fife rails made it too perilous for the divers to go down for them.

The port side lies "very nearly intact" slantwise across the stream in the quicksand. I have not been able to learn whether her figurehead is still there.

After daylight in the morning of the wreck, Captain Dunning's son, then an apprentice in the Isle of Arran, towed past the wreck of his father's ship, and asked "What ship is that?"

At the moment of the wreck, as far as it can be verified, Captain Brander, then asleep in bed in England, woke up and roused his household.



"I made such a noise in this dream that all the occupiers flocked to the room I occupied to see what was really wrong, as I alarmed the whole house.

"I saw the Wanderer at anchor and her anchor light burning. I then felt a crashing of her plates and distinctly heard the inrush of water. I must have made a terrible noise, for so alarmed were all they rushed to my room to find out the cause.

"I told them that I saw the Wanderer run into and sunk by a steamer, saw the crew leaving and the ship sinking. The following day, I read in the papers and saw the report exactly as it appeared to me the previous night. And, in working out the time, it coincided with the final loss of that fine ship."

So, after sailing many *(Continued on page 102)*

Charles takes his trick at the wheel

THE CASTAWAYS OF LASQUETI ISLAND

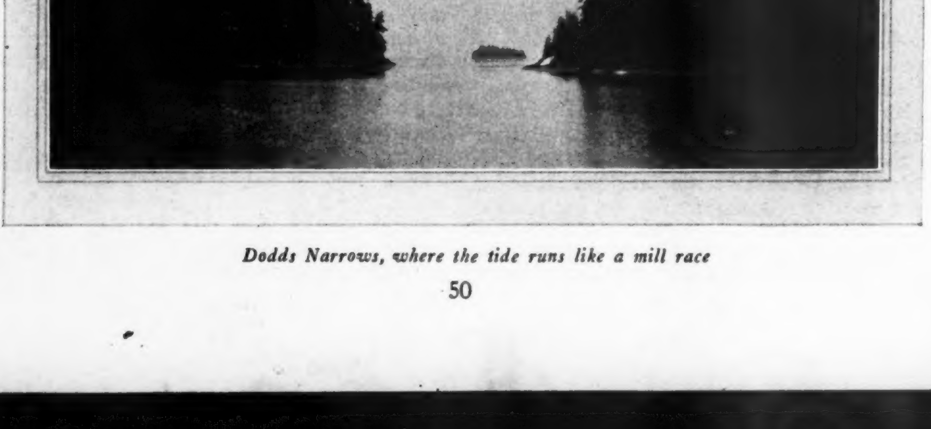
A Tale Which Recites Some Adventures of Years Ago in the Days When Gasoline Engines Were New and Strange Devices

By A. V. COMINGS

PART I

"BUY an 'am an' see life," quoth the inimitable Emanuel Pyecroft to the author of Their Lawful Occasions. And acceptance of this simple advice brought him high adventure on careering ship and rolling sea, in light and fog and velvety night.

Many readings of this advice had gradually built the urge within me to do likewise, and so it is not unduly strange that one day (and this was many, many years ago) I bought a ham, and a variety of other good things to eat, and I, too, saw life in high adventure on careering ship and rolling sea, in light and fog and velvety night, on a memorable cruise in North Pacific waters. Though far away and long ago, that voyage lives with me today in memory as



Dodds Narrows, where the tide runs like a mill race

Mile high mountains rise from the water's edge

vivid, as real and as interesting as though I had but returned to my home mooring on yesterday's flooding tide.

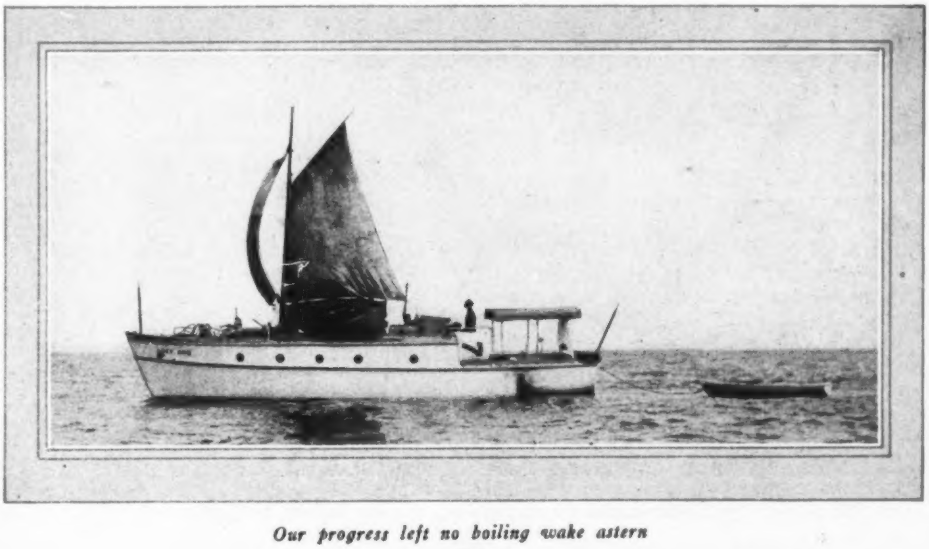
There are many, when they have read this tale, who will say that I was foolhardy to ever have started on this cruise. And to them I can but say that my motor was pronounced fit by supposedly expert mechanics who had spent a full week in giving it a thorough overhauling. And as their very incompetency but led to almost wholly pleasant adventures, I am not so sure but that I bless them, more today, perhaps, than then. For what real cruising man would have a voyage a simple record of arrivals and departures, of going ashore and coming aboard, of day following day, each one as like the other as peas in a pod?

This much I want to emphasize now above all, that the adventures which befell us could not happen today from the same cause, for in modern marine motors the design is so perfect, the materials are so superior and the workmanship is so much better that the accident which made us castaways would be a miracle in any power plant of this day and generation. No need to mention the name of the motor, for the company that built it has long since passed into oblivion.

My ship was Lacy Ann, interesting historically because it was one of the very first standardized cruisers ever built. I am quite certain that if you will scan the files of MoToR BoatinG many years back you will find her lines and perhaps a picture of the craft. And if you find them you will surely be surprised at the staunchness of her design, her roominess below decks and the all 'round comfort that abounded in her forty feet of length. Lacy Ann was of the raised deck type, with large cockpit aft. She was a sweet little ship, excepting always her power plant.

To add to the comfort and cheerfulness below decks I installed, before we started on this cruise, a little green tiled open fireplace in her main cabin, and the almost invariably cool nights of those North Pacific waters were made happy and friendly by the sparkling driftwood fire 'round which we gathered often.

As owner of Lacy Ann I was, of course, skipper and chief engineer, and on this memorable cruise there went with me my long time friend, George; our wives,



Our progress left no boiling wake astern and George's youngster, an alert, companionable lad of seven who answered (sometimes) to the name of Charles.

There were all the usual busy preliminaries. The run over to East Waterway to the Standard Oil docks for gas and oil, the long list of galley supplies from Augustine & Kyer's, laid down at the Seattle Yacht Club dock, the miscellaneous list to be checked over carefully that nothing be forgotten.

And through it all the machinists working feverishly to complete the installation of the overhauled motor.

The usual mess.

The morning of the day we sailed, I recall, I turned out at five and hoisted the Blue Peter. I wanted no doubt in anyone's mind that on this day we *sailed*. When breakfast was called I was tightening the last union of nine pipe connections to the mechanical oiler that adorned the front of the motor, and which had developed troubles on our short trial spins.

The little green tile fireplace in Lacy Ann's main cabin

Lacy Ann was ready to sail!

I think there is always a thrill to leaving out on a long anticipated cruise to far waters. Bill McFee has put it into words better than I could ever hope to, though I am sorry I do not recall the exact quotation. But it's something about the feel of that first rising of the deck beneath one's feet as the ship leaves behind the dirt, and grime, and human perplexities of the protected harbor and heads out into the swell of the open sea.

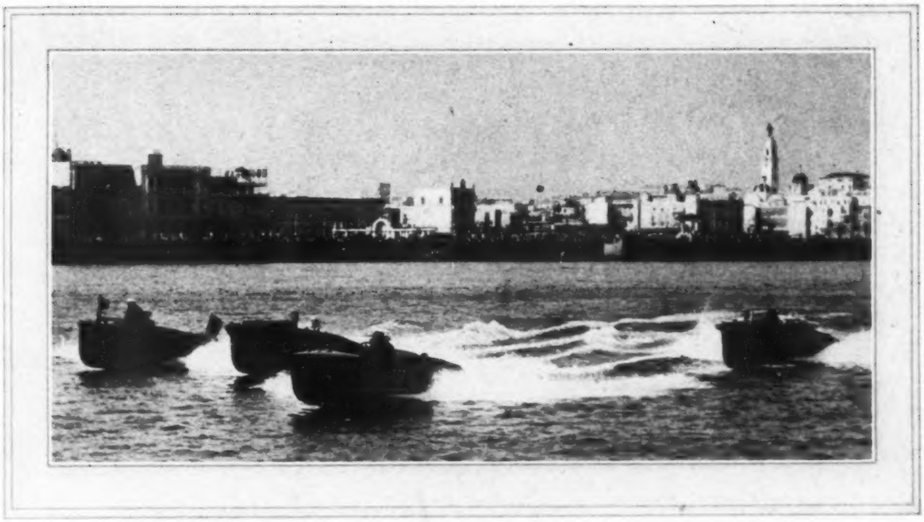
I think this sense of freedom, of release from all petty things, came to all of us as we cleared Duwamish Head and felt our little ship rise to the first gentle swell of the open water as our ensign straightened out to the whip of a westerly wind.

It has been my good fortune through many years to have seen from the after deck of departing ships most of the larger ports of this great country. The towering ramparts of New York's Babylonic skyline, the monotony of the Delaware out of Philadelphia and the Chesapeake out of Baltimore; the jungle shores of Savannah's seaward winding river and the swirling tide of the mighty Columbia, and San Francisco's Golden Gate to the inscrutable Orient. But these have not, nor have any of the others, the thrill for the departing guest that must come to him who sails outbound from Seattle on one of those crystal days in midsummer when the blue horizon is clear cut on all sides by ragged, snow-capped mountain peaks, which melt into velvety purple and somber black as they merge with the forest levels below. Far away in the north shines Mt. Baker's dome of purest white, and towering Ranier off southward is a vision of stately loveliness, a dream mountain with its peak in the clouds and its huge base seeming to rest on nothing more substantial than filmy vapors. And in the near foreground lies terraced Seattle, flashing from its many-peopled hills a farewell message of friendliness to those who depart through its gorgeous water gate.

Many, many times had I sailed outward bound from Seattle, yet always, as on this memorable morning, was there the same deep thrilling to the surpassing loveliness of the sea and

(*Continued on page* 76)

Our rescuer heads out of Castaway Harbor back to his fishing



A race for runabouts in Havana harbor being watched by crowds of persons on the famous Malecon

CUBAN SPORTSMEN PREPARING FOR THE ANNUAL WINTER INVASION OF AMERICAN YACHTSMEN

The Tenth Annual International Cuban Motor Boat Regatta Which Follows the Close of the Racing Season in Florida Expected to Be the Most Brilliant Ever

CUBA, as usual, is preparing itself this winter to supply that colorful foreign touch to the brilliant annual invasion of the American southlands.

It seems not to matter where the circuit-riders and their widows get under way . . . it seems not to matter how fares the tide of battle in Miami Beach, Palm Beach, Sarasota, Mount Dora and the other playgrounds . . . eventually and finally, the salty trail leads to the historic seas of Uncle Sam's little neighbor. And there in a blaze of Old World splendor and hospitality the racing fans of two nations stage their last duels for winter honors and drain the season's cup of pleasure.

This sort of thing has been going on for the past ten years. It shows no signs of ending. Each year, through the efforts of Andrew Volstead, The Habana Yacht Club, the Cuban government and its National Tourist Commission, yachting and racing in Cuba have gained fresh popularity attracting increasing numbers of American yachtsmen and speed boat enthusiasts. Wisely, too, Cuba has worked hand in hand with the Florida racing committees, extending them the fullest measures of cooperation and receiving every courtesy and assistance in return.

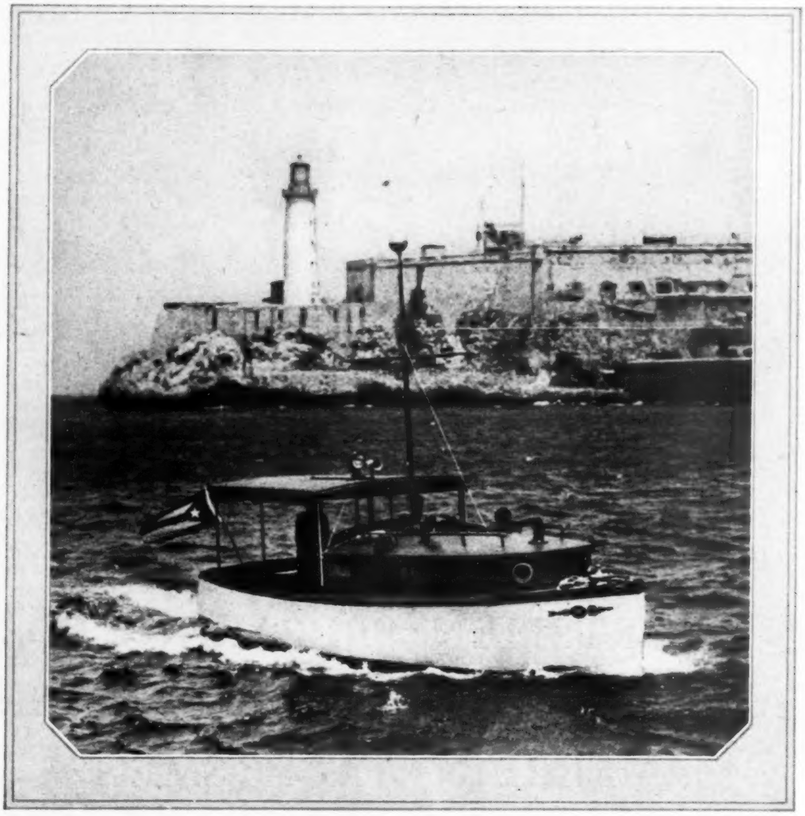
Thus, it is not pure happenstance that the last fling on the winter circuits in the south has Havana for its locale. It has all been worked out—planned so that after the climaxing event in Florida, the Miami Beach regatta, boats and men will ship directly to the island republic.

As a result of the advance in dates for the Miami Beach battle this winter, there has been a corresponding advance in the time for staging the Tenth Annual International Cuban Motor Boat Regatta. Miami Beach will stage its show this season on March 17-18. The big Cuban classic will follow on Saturday and Sunday, March 21 and 22.

As usual, the presiding elder of the Havana regatta will be that most widely-known of all Cuban yachtsmen, Commodore Rafael Posso, member of the Havana Yacht Club and nautical delegate of the National Tourist Commission. Senor Posso is both the spark plug and the gasoline of the Cuban event and has probably welcomed more boats and boatmen to the regions south of the Tropic of Cancer than any other man alive.

According to plans on which Commodore Posso is already hard at work the tenth annual renewal of the international motor boat competition on Havana Harbor will be the most brilliant of the line. Early indications point to a record-breaking throng of racing boats and pilots in the southern playgrounds this winter and this, coupled with the fact that the dates have been advanced almost two weeks over last year, leads the commodore to expect Havana Harbor to be the scene of the greatest disturbance since Columbus announced its discovery to the Indians.

Although nearly a score of events are scheduled, including the usual races for all types of motor craft, chief interest probably will center on the 151 hydroplane field, in both the limited and unlimited divisions.



One of Cuba's steadily growing fleet of pleasure boats entering Havana harbor under towering Morro Castle

Last winter that veteran campaigner from out of the east known to the gentry as Chris Ripp, tuned up his Bayhead II and in a few hours had sped quite handily away with a first leg on the coveted $5,000 National Tourist Commission trophy. Of course, Chris will have to repeat his act four times more to put the big cup permanently on his mantle-piece but Commodore Posso maintains that the rest of the boys are determined to see to it that Chris divide honors with some one else, this winter, at least.

Meantime, the commodore is having no trouble in stirring up interest in a new race to be inaugurated at Havana this year. It will be a 151 hydroplane competition for the girls and if you can picture a bevy of dark-eyed Spanish señoritas applying for jobs as pilots, you can judge for yourself the popularity of the event.

The motor boat regatta program will be rounded out by shore attractions without end, including, of course, the elaborate annual banquet and presentation of the racing awards, probably the most pretentious in the south.

But Cuba is not stopping this season with preparations for the motor boat regatta alone. Three other big-time events also are on the program . . . the annual International Star Class Mid-Winter Sailing Championships, January 29 to February 6; an international Six Metre yacht race for the middle of February, and as a climax to the list, the Second Annual St. Petersburg-Havana schooner race, late in March or early in April.

For the most part, this rather unrivalled nautical activity on the part of Cuban yachtsmen this year is due to their desire to make Cuba a yachtsmen's paradise comparable to those along both of the Florida coasts. They hope to show the northern boat-owner, hunting a warm port for the winter, how really accessible Cuba is and they hope to tell him something of its maritime attractions. They believe he may be most easily attracted by a program commanding his attention.

Commodore Rafael Posso, in charge of motor boat racing events for the Cuban National Tourist Commission

A fast Cuban racing craft whizzing past Morro Castle which has looked down on all manner of ships for three centuries

As a result of the new movement, Cuban yachtsmen within the past few months have obtained from the government a comprehensive modification of the island's port and harbor rules. Under the new regulations, all yachts flying the flags of friendly nations and registered in legally constituted yacht clubs are permitted free navigation of Cuban waters for 45 days, providing owners or captains give full information to port authorities on entering and leaving ports.

The island of Cuba is approximately 800 miles long and not more than 170 miles wide at its widest. Although only 90 miles from Key West, Florida, Cuba's shores, fringed with thousands of islands and keys, are washed by the Gulf of Mexico, the Atlantic Ocean and the Caribbean Sea, and offer a wide choice of excellent cruising and fishing.

Cuba affords hundreds of natural harbors and bays and Havana, particularly has one of the finest harbors in the world. Every modern facility is available to the yachtsman here, including dry dockage, fuel stores, and marine hardware. Other famous yachting grounds, all within 100 miles of Havana, include Varadero, Cojimar, Mariel and Batabanó. Excellent hotel accommodations are to be had in all these resorts while Havana offers, in addition, such gorgeous haunts as the Havana Yacht Club, Havana Biltmore Yacht and Country Club, the Havana Country Club, La Playa Casino, the Jockey Club and the Gran Casino Nacional.

Quaint and charming streets which have thrilled thousands of visitors to the older sections of Havana

GREATER RACING ACTIVITY FORECAST BY RACE RULE CHANGES

Important Additions and Revisions to A. P. B. A. Racing Rules Provide Several New Classes and a Closer Check on Competitions

THE Twenty-Eighth Annual Meeting of the American Power Boat Association, which was held in New York recently, was a peaceful, yet enthusiastic affair. The meeting was attended by the largest gathering of yachtsmen, delegates from the American Power Boat Association Clubs, members of the trade and racing enthusiasts, of any in recent years. The entire slate of officers headed by Commodore F. R. Still as President was re-elected for another term. Routine reports were presented by the various officers, sections and committees, all of which were unanimously adopted. The various divisions of the American Power Boat Association, such as the Gold Cup Contest Board, Outboard Division, Runabout Division and the Cruiser Handicap Board, had had their annual conferences earlier in the week and reported their recommendations at the annual meeting and they were unanimously adopted.

Probably the greatest interest centered in the recommendations of the Racing Commission for changes in the racing rules for 1931. Several new classes were provided, a number of new trophies accepted and plans made to put into competition several of the existing American Power Boat Association trophies which had not been raced for in a number of years.

During 1930 some 40 regattas had been granted sanction by the Racing Commission. The routine work and details in connection with the handling of this number of sanctioned events was enormous. In the past no sanction fee had been charged to Clubs or Associations desiring sanction. However, the delegates at the annual meeting believed that in view of the importance of sanctions and the great amount of office work connected therewith, that a charge should be made for a sanction, in the future. Therefore, the following rules were adopted:

FEE FOR SANCTION

Page 51, add a new section 14 to read as follows:
Sanction Fees:

1. Each club at the time it makes request for a sanction shall file with the Treasurer of this Association a sanction deposit fee of $20.00.
2. The fee for a sanction shall be as follows: (paid to the Treasurer of this Association).
One dollar ($1.00) for each boat starting, provided, however, that should a boat start in more than one event or heat in any sanctioned regatta, no additional fee shall be collected.
3. The minimum fee for any sanctioned race or regatta shall be twenty ($20.00) dollars.
4. No records shall be awarded nor any racing results considered official until all sanction fees shall have been paid.

While the American Power Boat Association rules, at the present time, require that any owner or driver competing in a race sanctioned by the Association must be a member of some Club belonging to the Association, yet in a number of instances during 1930, where an Association of Clubs had joined the American Power Boat Association, without the individual clubs belonging to such an Association being individual members of the American Power Boat Association, it was found that drivers belonging to such a club believed they were entitled to all the privileges of the American Power Boat Association and therefore, claimed the right to enter sanctioned races. As there was no specific requirement in the American Power Boat Association rules to take care of cases of this kind, therefore, the following rule was adopted:

Change Section No. 1, Rule III, page 51, to read as follows:
"Each boat entered for a sanctioned race must be the bona fide property or under charter to the person in whose name she is entered and must be a member of a Club belonging to this Association."
NOTE: This section is interpreted to mean that an individual Club which belongs to an Association of Clubs, which Association is a member of the American Power Boat Association, must also be a member of the American Power Boat Association.

A new rule was adopted which provides that a request for sanction must be filed at least two months in advance of the race as follows:

TIME LIMIT FOR SANCTIONS

Page 50, Section 9, change to read as follows:
Dates: Requests for sanction shall be filed with the Secretary of the Racing Commission at least two months in advance of the date requested for said sanctioned race. At least one month before date of race the proper local race official shall forward to the Secretary of the Racing Commission for his approval, complete rules of the race, racing instructions, times of start, etc., etc. Until such rules shall be approved by the Racing Commission no sanction shall be deemed to exist.

In the past much confusion has resulted in the holding of mile trials where signals indicating the start and finish of the boats at each end of the course, have been relayed by the use of flags. The danger of error in timing by such a method is so great, that the Association felt it desirable to prohibit the use of the flag system of signalling in mile trials in the future and adopted a rule whereby boats competing in mile trials in the future must be timed by means of an electrical connection established between the ends of the one mile course and the Timers. The rule which was adopted is as follows:

REQUIRING MILE TRIALS TO BE ELECTRICALLY TIMED

Add to Rule XXXVI, page 70, entitled "Conducting Mile Trials" and other references in the rule book referring to Mile Trials, the following new section:
"Signals of the Timers indicating the starts and finishes of each of the runs shall be given electrically by means of an electrical connection, established between the starting and finishing lines and the Timers."

At the annual meeting of the International Motor Yachting Union held in Brussels in November, 1929, an International ruling was adopted cutting down the number of runs required in the Mile Trials in the unlimited class, from six to two. The American Power Boat Association at its annual meeting voted to change its rule to agree with the International rules in the case of Mile Trials for the Unlimited boats. Therefore, the following rule was passed:

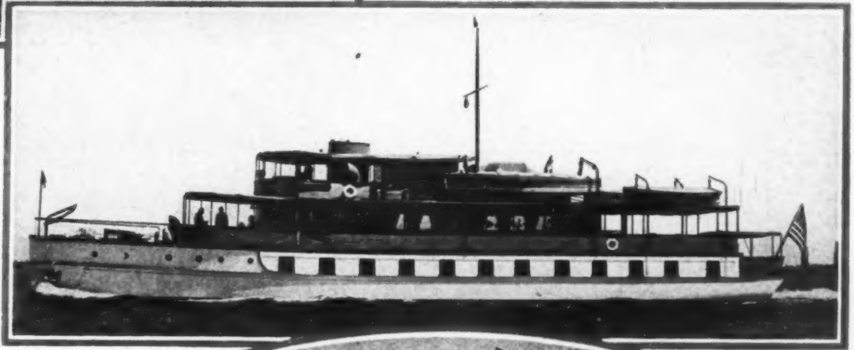
NUMBER OF RUNS FOR MILE TRIALS OF UNLIMITED CLASS

Rule XXXVI, page 70, entitled "Conducting Mile Trials" and elsewhere in the rule book where reference is made to Mile Trials, add the following sentence, to section 5. Exception: In the case of Mile Trials for the unlimited class, the contest shall consist of two consecutive one mile runs, one of which shall be made in one direction and the other in the opposite direction.

(*Continued on page* 80)

STERLING ENGINES IN STERLING CRAFT OF MANY TYPES

Coo-ee II, owned by Frank Chester of New York, is a 28-foot Wheeler skiff, powered with a 6-cyl. Sterling Petrel



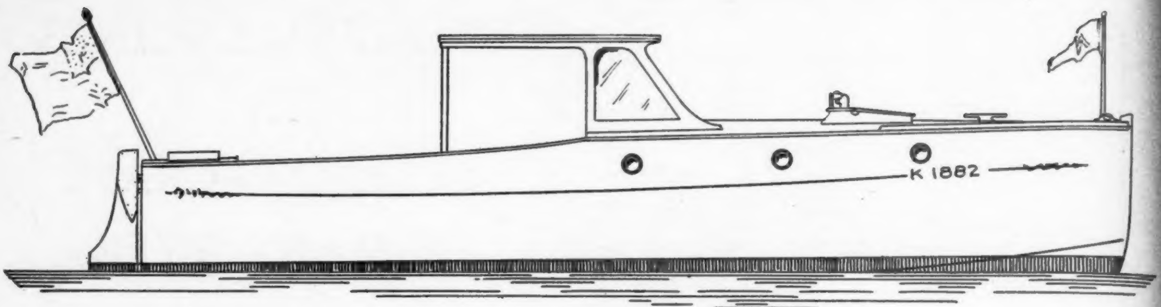
This Mathis houseboat, 106 feet long, makes better than 12 m.p.h. with a pair of Sterling Vikings. Albert B. Dick's Chieftain

Lois Ann, a Burger boat built for P. M. Miller of Cincinnati. Two medium duty Dolphins supply the power for this fine cruiser

MISS SUMIDA 2

The fastest boat in Japan—Miss Sumida 2. Built by a Japanese firm for K. Nakano of Toyko, she does 52 m.p.h. with a Sterling Petrel

Two 6-cylindered Chevrons are installed in C. W. Bonbright's 61-foot cruiser. She was built by Defoe from Eldredge-McInnis designs



The outboard profile of the 26-foot cruiser Bam

BAM—A UNIQUE 26-FOOTER

A Clever Design in Which the Attempt Is Made to Secure Fair Speed with a Moderate Amount of Power

Designed Especially for MoToR BoatinG

By WILLIAM ATKIN

Part I

YOU will remember Ripalong the 26 foot fishing boat that was illustrated and described in MoToR BoatinG for May, 1929? Well here is her sequel. This little one is the answer to the problem of the man who wants the joint characteristics of a runabout and the cruiser. Here we have a type of boat that offers much in the way of comfort and is yet a day boat and runabout. For salt water use it is fine to combine the speed of a runabout with the accommodation and comfort of a cruiser. Shelter is certainly essential, also a toilet, then a stove can be a blessed thing, an ice box is fine, and a place to lie down more than welcome. And we have all these aboard Bam. Of course the headroom is not great being 5 inches over 4 feet; but it is ample for very comfortable sitting down and you must remember that this is not an out and out cruising boat. It is a curious thing, but just about the time I had finished the drawings for this little craft a man dropped in to call and I soon found he was on the lookout for plans of a boat which he wishes to build as a stock boat. He now sells runabouts and when he saw this Bam of ours fell for her. Said he, "Now that is the thing I can sell; it has every thing my customers want." So you see there are two of us of the same mind.

Bam is a plain boat without a great deal of varnish and elaborateness. All these chromium plated gadgets are nice but they do not help a bit in making the thing perform. Somehow to me the first consideration should be to have a design look like a boat, and then all the fixtures should be in keeping. And I have always tried to live up to this belief. Not only are you keeping the thing like part of the sea; but you are getting just so much more boat for your money, and that to thousands is very much of a consideration. Let's paint this one from keel to truck. If we use galvanized iron fittings throughout we find that the whole business can be built with a good engine and a speed of 17 miles an hour for the sum of $2,800.00.

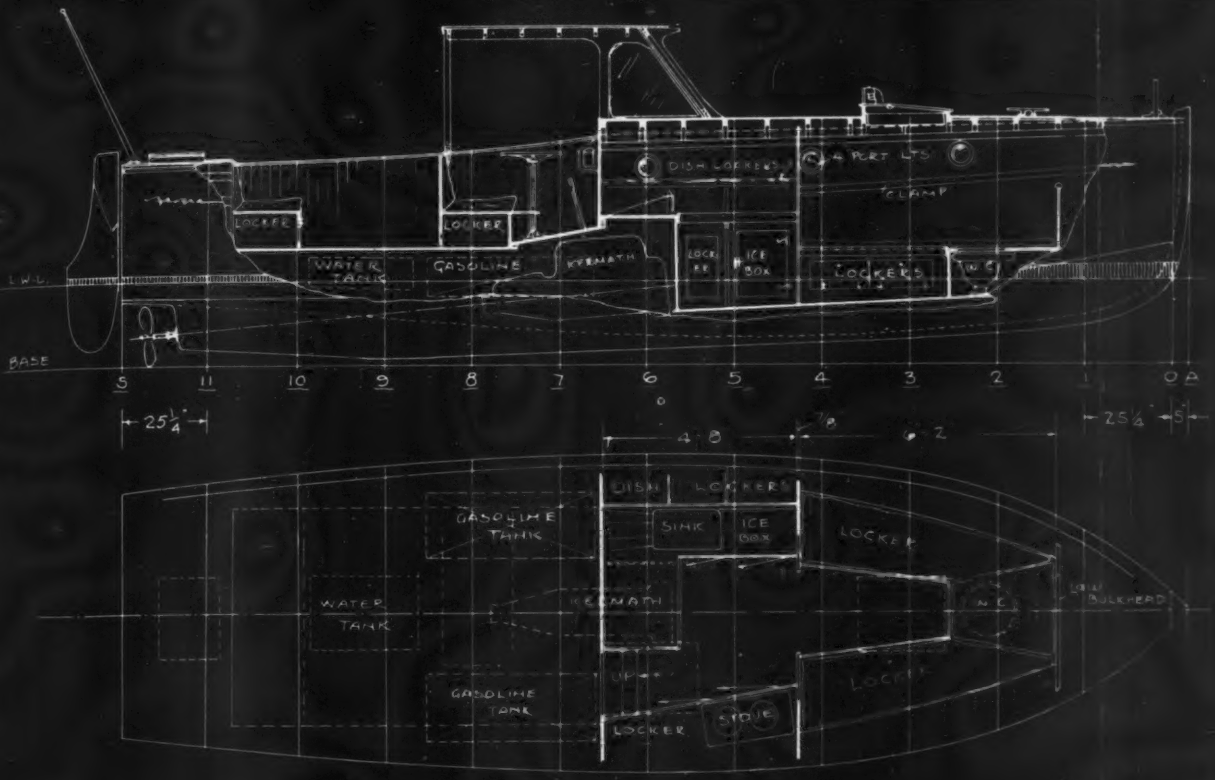
First off, the cockpit is self draining; that is, any water that rains into it or slops into it runs off; none can get inside. Thus when you get ready to go ashore you simply close the companion doors and she is fit to leave for any length of time. Also the self draining cockpit gives a comforting sense of security if, and when, it gets rough. There is a fixed bilge pump in the cockpit just abaft the helmsman's seat. There are times when a pump comes in handy. Only a few weeks ago I came abreast of a sedan runabout that had dashed over a rocky reef at full speed. All the reef did was to rip off the strut, the rudder and pull the propeller shaft out of the coupling. Leaving the boat in a rapidly sinking condition with five bewildered young folks aboard. Not a sign of a pump they had, nor a bucket. Only a self bailer which operates only when the boat is underway. Well we gave them a bucket and a tow and they by considerable energy kept ahead of the water pouring in until we got them alongside a repair yard's derrick. Always have a good pump in a boat, and a bucket, as well.

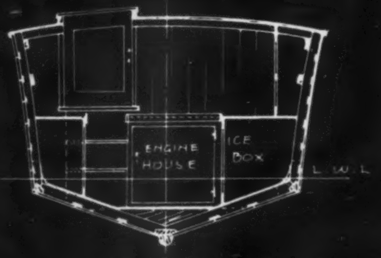
Another nice thing about Bam is the cockpit divided so that half is covered by the standing top and half is open to the sky. Here's a place to fish from, and there's a place to get under in case of rain or a too hot sun. Everything is handy for the helmsman, and there is room along side him for two, even three at a pinch. The after seat is big and wide and will comfortably seat four which all told is enough for so small a boat as this.

There is a lot of stowage room under the after deck for life preservers and a big hatch for access thereto. Always there is a mess of things to carry along on a boat and there just cannot be too much stowage room.

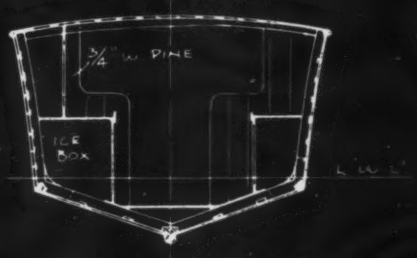
The water tank and two gasoline tanks are located under the cockpit floor and these are of generous size. They will all be made to suit the space. The gasoline tanks will be connected together in a manner that will allow either one or both being used. Being

MOTOR BOATING


LOCKER
LOCKER
DISH LOCKERS
4 PORT LTS
CLAMP
WATER TANK
GASOLINE
KEROSENE
LOCKER
ICE BOX
LOCKERS
W.C.
L.W.L.
BASE
S
11
10
9
8
7
6
5
4
3
2
1
0
A
25¼"
25¼"
5"
4-8
7/8
6-2
DISH LOCKERS
SINK
ICE BOX
GASOLINE TANK
LOCKER
WATER TANK
KEROSENE
W.C.
BULKHEAD
GASOLINE TANK
UP
LOCKER
STOVE
LOCKER
LOCKER


ENGINE HOUSE
ICE BOX
L.W.L.

SECTION AT STA 5
LOOKING AFT

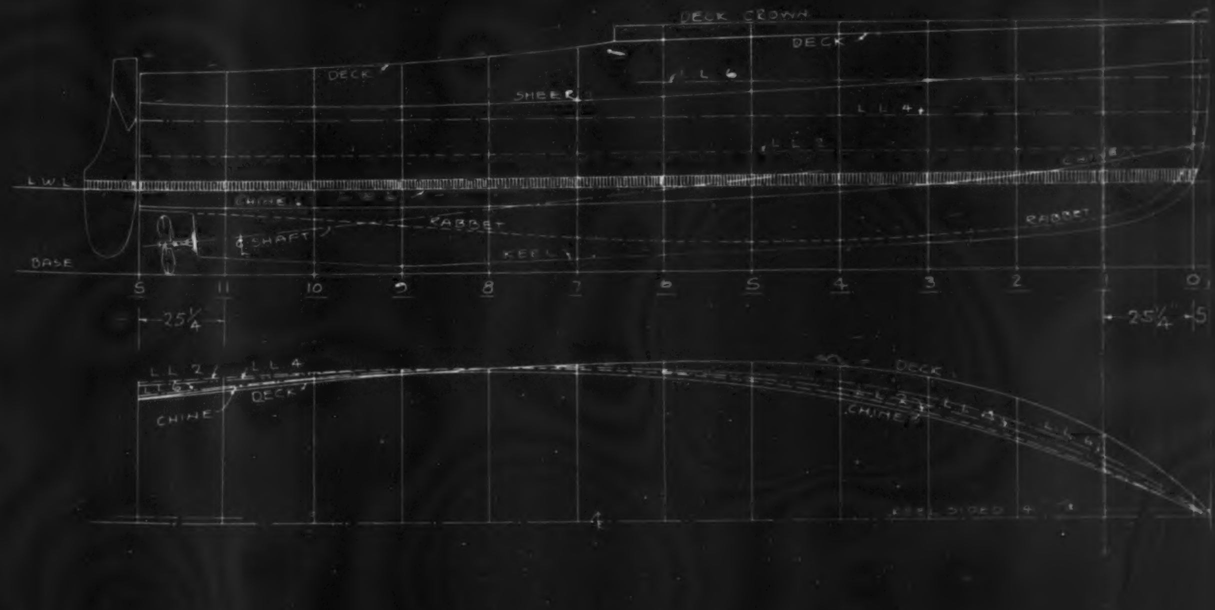

3/4" W. PINE
ICE BOX
L.W.L.

SECTION AT STA 5
LOOKING FOR'D

Designed Especially

MOTOR
BOATING

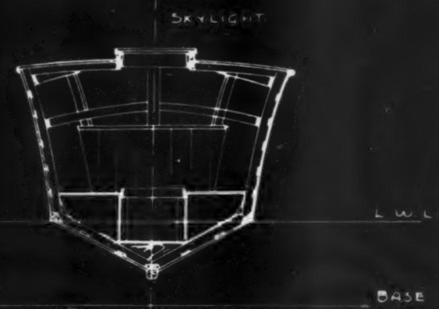
By
WILLIAM ATKI


DECK CROWN
DECK
DECK
SHEER
L.L. 6
L.L. 4
L.L. 2
CHINE
L.W.L.
CHINE
RABBET
SHAFT
KEEL
RABBET
BASE
S
11
10
9
8
7
6
5
4
3
2
1
0
25¼
25¼"
5
L.L. 2
L.L. 4
L.L. 6
CHINE
DECK
DECK
L.L. 2
L.L. 4
CHINE
L.L. 6
KEEL SIDED 4"

NG'S Build A Boat Se

V-B

L W L
BASE
O A
25¼
5


SKYLIGHT
L W L
L W L
BASE
BASE

SECTION AT STA 3
LOOKING FORD

TABLE OF OF

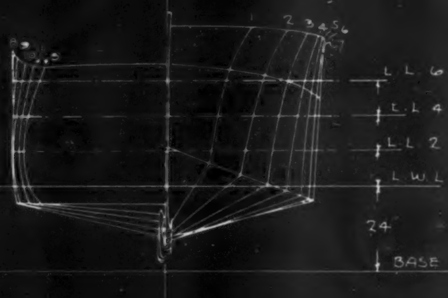
STATION	A	0	1	2	3
(-HEIGHTS-)					
L W L TO DECK	3-10		STRAIGHT		
DECK TO CROWN			0-1	0-2	0-3
L W L TO SHEER	2-10½		2-9	2-7⅜	2-6
BASE TO ℄ SHAFT					
BASE TO CHINE		2-11	2-6½	2-2⅞	2-0½
" " RABBET			1-2½	0-11	0-9¼
" " KEEL		2-0	0-11¼	0-8½	0-7¼
(-HALF BREADT					
DECK	0-0¼	0-6	1-11½	2-10½	3-4¾
L L 6		0-3	1-5½	2-3¼	2-8½
L L 4		0-2⅜	1-3¼	2-1	2-8½
L L 2		0-1¾	1-1½	1-10⅞	2-6¼
CHINE			1-0¾	1-9⅞	2-5⅛
L W L			-	-	-

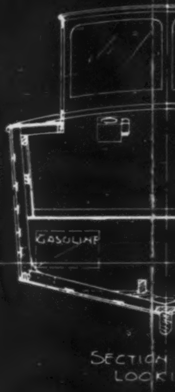
LINES TO OUTSIDE OF PLANKING

ecially for

ATKIN

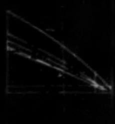
L L 6
10
L L 4
10
L L 2
10
L W L
24
BASE
0
25¼
5


2 3 4 5 6
L L 6
L L 4
L L 2
L W L
24
BASE



SECTION
LOOKI

Scale: ¼ Inch = 1 Foo



Series

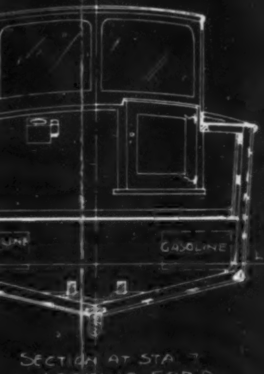
"BAM"

A 26 FOOT
V-BOTTOM CRUISER

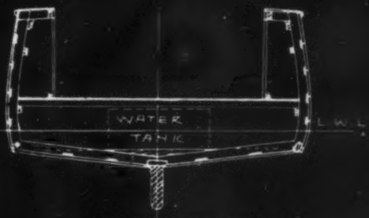
OF OFFSETS

	3	4	5	6	7	8	9	10	11	12
S +)										
I	GHT	TO		3-6½	3-4½	3-2¼	3-0½	2-1	2-10¼	2-10
2	0-3	0-3½	0-4¼	0-4¾						
8	2-6	2-4½	2-3½	2-2¼	2-1⅜	2-0½	2-0	2-0	2-0½	2-1⅛
			2-2½		STRAIGHT		TO	–	0-10½	
8	2-0½	1-10½	1-9¼	1-8¼	1-7¾	1-7½	1-7⅜	1-7⅜	1-7⅜	1-7⅜
1	0-9¼	0-8⅞	0-8¼	0-8⅝	0-9¾	0-11⅝	1-1⅞			
2	0-7¼	0-6¼	0-5½	0-4½	0-3⅝	0-3	0-2	0-3⅜	0-4¾	
EADTHS +)										
2	3-4¾	3-8	3-9½	3-9¾	3-9¼	3-8¼	3-6¾	3-4½	3-2	2-11¼
4	2-8½	3-3½	3-6⅛	3-7¾	3-8½	3-8¾	3-6¾	3-6⅛	3-4½	3-0⅝
	2-8½	3-1½	3-4⅞	3-7	3-8	3-8¼	3-8⅛	3-7	3-5¼	3-3¾
8	2-6¼	3-0⅛	3-4	3-6½	3-7¾	3-8	3-8¼	3-7½	3-6¼	3-4¾
8	2-5⅛	2-10¾	3-2½	3-5¼	3-6¾	3-7	3-6¾	3-5½	3-3	2-11½
	-	-	-	-	-	-	3-7½	3-6⅞	3-4½	3-3

KING - DIMENSIONS IN FT AND IN

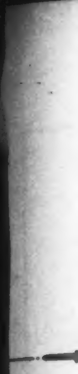


SECTION AT STA 7
LOOKING FORD



SECTION AT STA 10.

1 Foot



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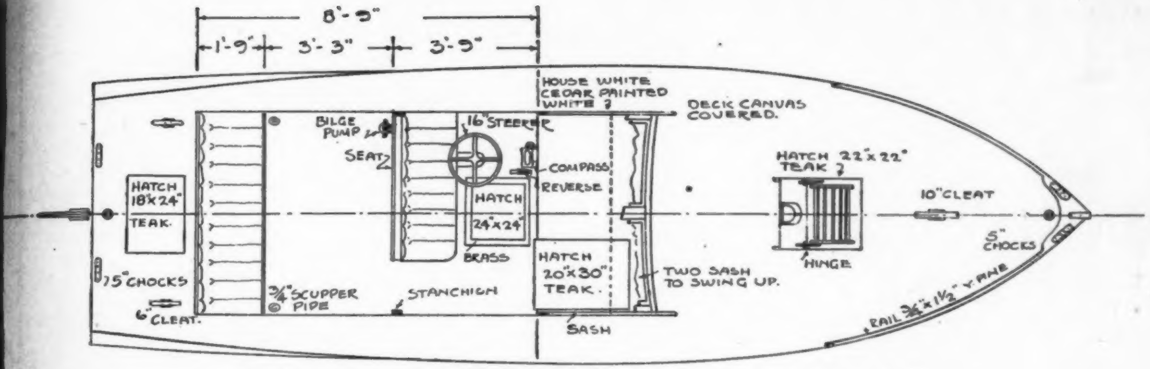


A simple arrangement of deck and cockpit spaces is most suitable for the boat

low in the boat an autopulse will have to be used to supply fuel to the engine. Inside the cabin there are two bunks, a locker forward, ice box, sink, dish lockers, and a stove.

And all this on a length of 25 feet, 9 inches, a breadth of 7 feet, 6 inches, and a draft of 1 foot, 10 inches. The cockpit is 8 feet, 9 inches long and 5 feet, 3 inches wide and its floor is 10 inches above the water line. The cabin is 11 feet, 11 inches long inside and has 4 feet, 5 inches headroom; the standing top has 5 feet, 2 inches headroom.

The arrangement of the cockpit will make a most comfortable place and I should not change anything here. Especially the height of the standing top. There is a 15 inch water way along the sides of the standing top, this giving plenty of room for getting forward. You know, if you have owned many boats that one of the most improtant things aboard is an anchor and suitable tackle to handle this, usually under difficult conditions. You must have room on deck forward to get a good foot hold and room to stow the anchor. I should have a 20 pound and a 40 pound yachtsmans' anchor with ½ inch diameter manila line for the small one, and ¾ inch for the large one. You can easily fit chocks on the deck into which the anchors will fit with their stocks folded. Keep the lines under the hatch in the after deck where they will be easily gotten at a moment's notice.

The standing top will be made of light materials and should have a roof made from ⅜ inch tongue and groove cedar or some other equally light weight lumber. The sash need not be thicker than ¾ inch. Those on the sides are not intended to open but those in front, of which there are two, are to be hinged at the top and will swing out. I have kept the sides of the cockpit parallel so as to make it the easier to build the thing. Use double thick glass for glazing. The hatchway leading into the cabin is intended to lift off. I think this will be a better way to handle this than making it a sliding hatch, in which case it would have to slide through the forward end of the windshield.

Going below we find a real livable little cabin. There is a 4 foot, 9 inch long space containing sink, ice box with suitable lockers for dishes, and a good sized table over the flywheel end of the motor, this table is 20 by 27 inches. Measure this off on your desk and see just how much space it is. On the starboard side there is a food locker and stove. I should stick to one of the alcohol kind for this job. Excepting a coal range, which would be too big for this little craft, alcohol is about as safe as anything. With 4 feet, 5 inches headroom and a low stool to sit on you will find the place quite comfortable at all times.

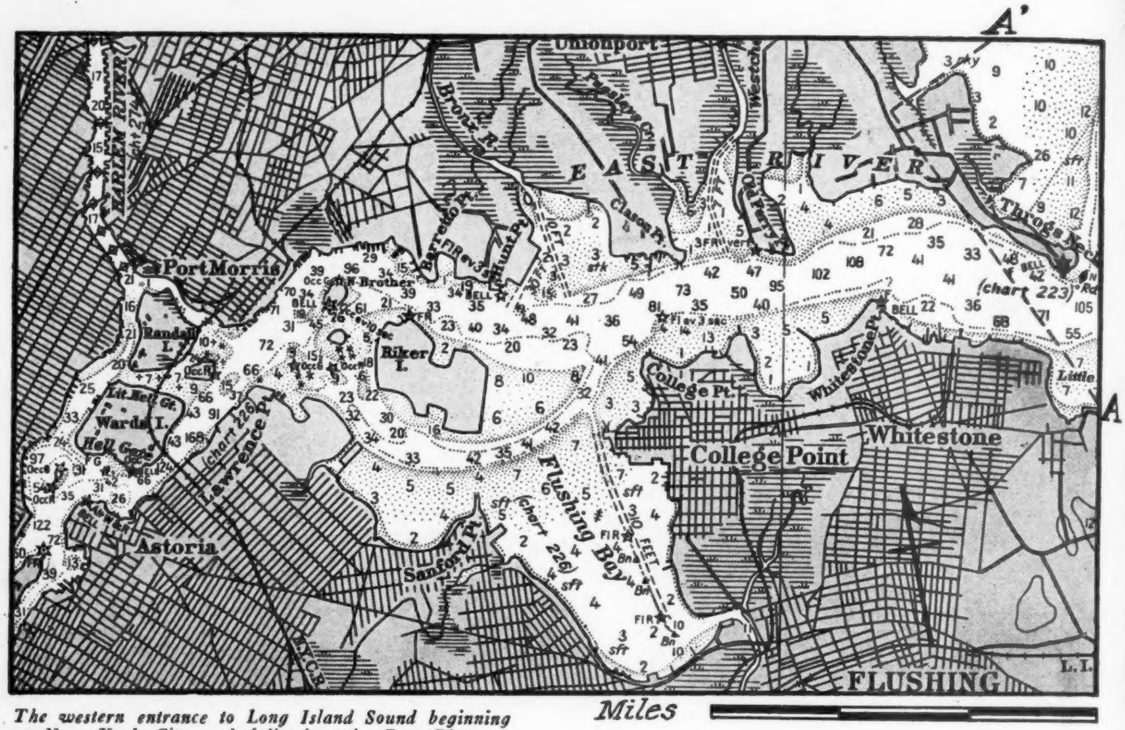
The two bunks are 6 feet 3 inches long and while narrow provide a pretty nice place to stretch out on if tired. There is a small w.c. under the forward ends of the bunks. A curtain can be hung across the opening at the after ends of the bunks. The inside should be simply finished in the lightest of woods, white cedar is about as good as anything, and ¼ inch plywood. Plywood is heavy stuff, but has the advantage of being stiff and will last well if of a good quality. It is always best to paint both sides before applying and the edges wherever possible. Three port lights each side and a single lid skylight provide ventilation. The skylight can easily be made to open either way by making it square and building it in two parts. The upper to be lifted off and turned about any way desired.

The model is of the V bottom type which has a great many things to its advantage, especially for the amateur builder. You will note that the lines give lots of flare forward and enough tumble home aft rounding well under the water line to prevent tripping if running off a sea. The keel extends well aft; but rises at station 9 to the bottom of the stuffing box. This makes an excellent arrangement and makes a shoe or strut unnecessary. The loss in speed through the additional wetted surface is not worth bothering about. This form below the water provides ample protection for the propeller and rudder. The bottom of the keel should be rounded off nicely so as to create as little drag as possible, and it should all be made very smooth as well. You will note that the angle of the propeller shaft is not excessive; I believe this is a good feature. Note, too, that the rabbet line carries a decided reverse and runs very nearly parallel to the water line for the last two feet or so. This will keep the stern up.

I have not mentioned for some time the desirability of laying the lines down full size. This should be done on a clean floor or on paper. The base line will be snapped with a chalk line and above this the several level lines (marked L. Ls.) shown on the drawings. The load water line will also be snapped in. And then these must be run over with a black pencil so as to remain permanent. The station lines are next erected at right angles to the base, and there are 14 of these. The first spacing being 5 inches and the rest 25¼ inches with these in the sheer line and deck lines are run in from the dimensions given on the table of offsets. Next draw in the keel and rabbet lines. Now the chine.

The plan view is now to be drawn. Usually this is drawn right over the profile. The lines do not become confusing because they

(*Continued on page* 84)


A'
Unionport
HARLEM RIVER
Bronx R.
EAST RIVER
Port Morris
Randall I.
Lit. Hell Gt.
Wards I.
Hell Gate
Riker I.
Lawrence Pt.
Astoria
Sanford Pt.
Flushing Bay
College Pt.
College Point
Whitestone Pt.
Whitestone
Throgs Neck
(chart 223)
(chart 226)
Little
A
L. I.
FLUSHING
Miles

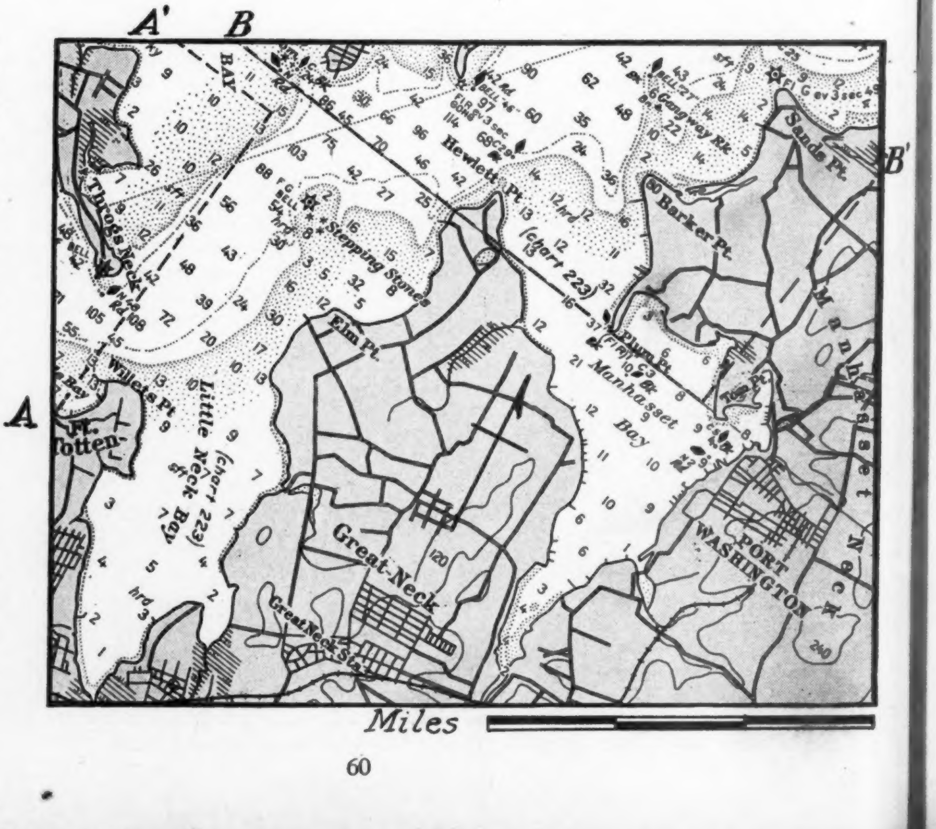
The western entrance to Long Island Sound beginning at New York City and following the East River to Throggs Neck. A-A in margin indicates overlap with chart below

LONG ISLAND SOUND HARBORS

The Western End of the Sound Offers Countless Attractive Places for the Metropolitan Cruiser's Week-End Destination Where Safe Anchorages Are Available

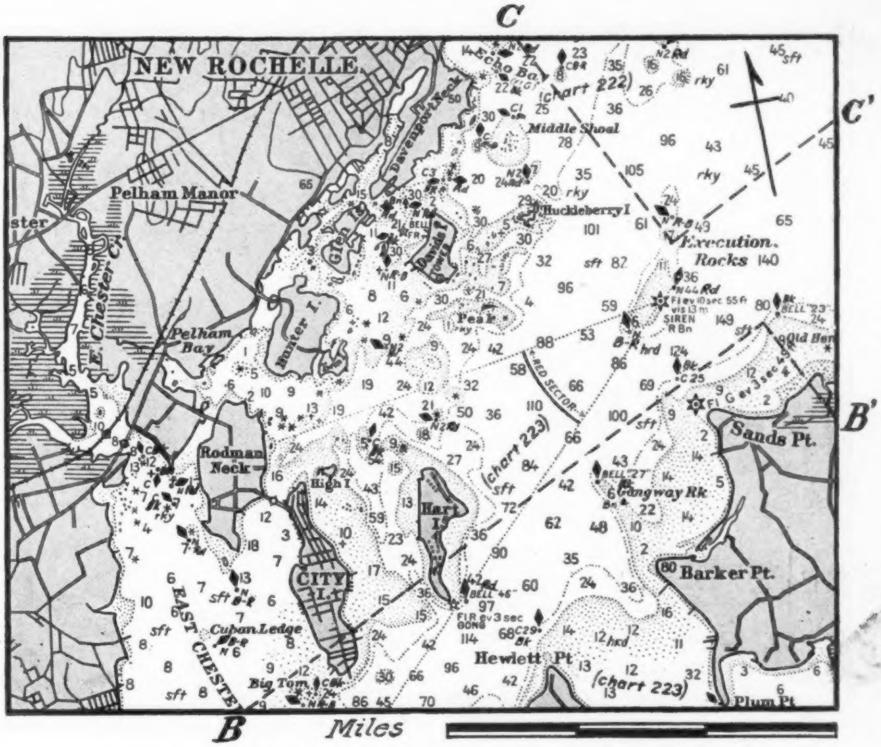
ONE Saturday at four bells, forenoon watch, the yacht Southwind, with Co. and Mrs. Howard Thayer Kingsbury and son, Howard Thayer Kingsbury jr., on board, cast off her mooring lines at the Manhasset Bay Yacht Club and proceeded on a course past Plum Point, Gangway Rock and Bell 27 to Execution Light.

A beautiful bright clear day with a barometer thirty point twenty-four,

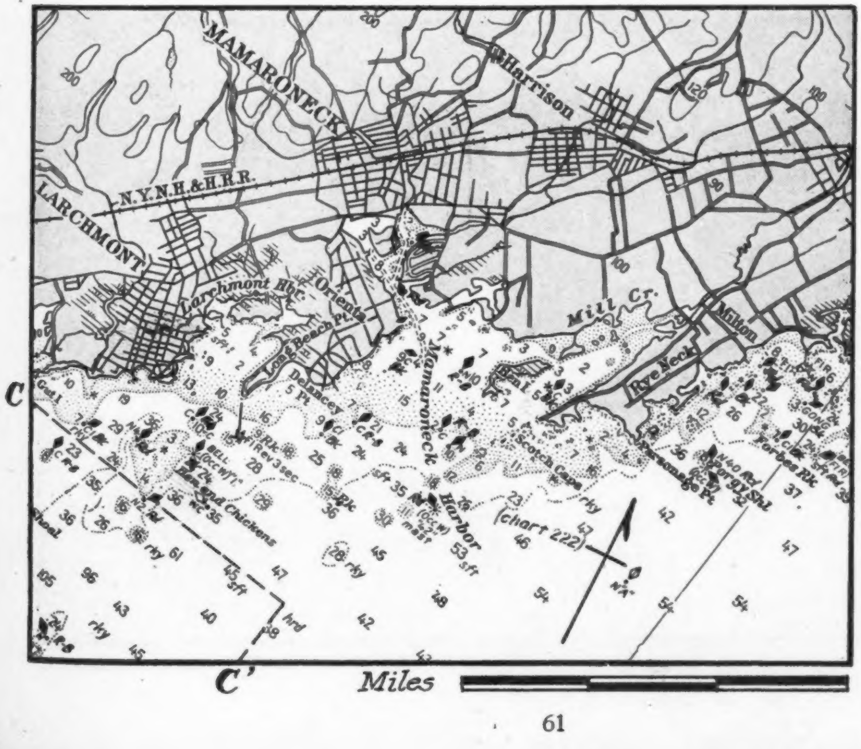

A'
B
B'
A
BAY
Throgs Neck
Willets Pt.
Ft. Totten
Little Neck Bay
(chart 223)
Stepping Stones
Elm Pt.
Hewlett Pt.
Gangway Rk.
Sands Pt.
Barker Pt.
Plum Pt.
Manhasset Bay
Great Neck
Great Neck Sta.
PORT WASHINGTON
Manhasset Neck
Miles

On the Long Island shore shortly after entering the sound are Little Neck and Manhasset Bays, both popular with the cruising yachtsmen flags waving gently in a light breeze, created mostly by the yacht's speed, not a ripple on Long Island Sound, gave promise of a very pleasant day.

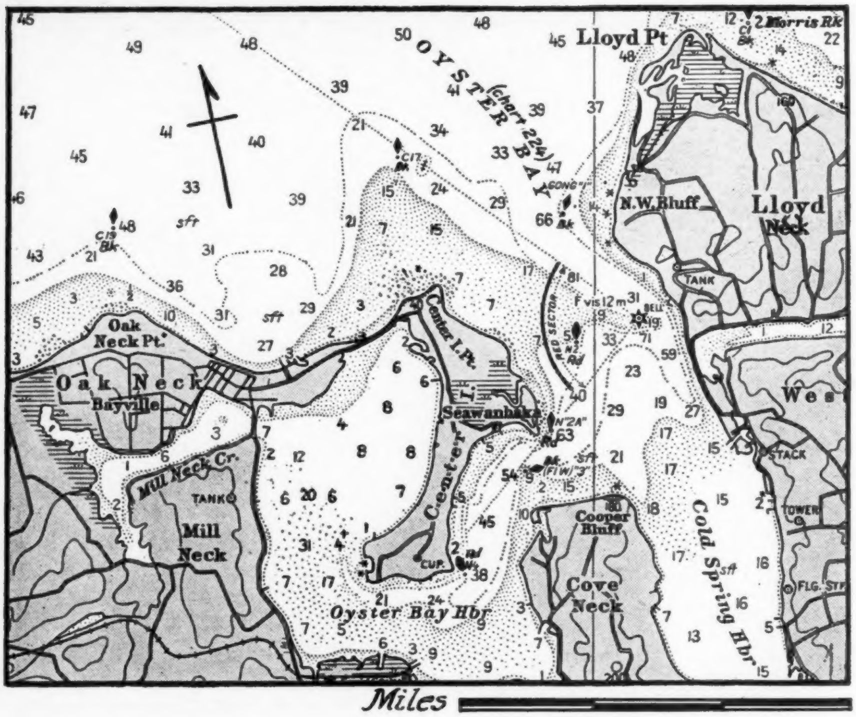
Col. Kingsbury, after a very arduous week in court and being completely fagged out with an excessive period of heat in New York City, relaxed in a comfortable deck chair after changing from his business suit to yachting togs. Mrs. Kingsbury reclined on the *chaise longue,* apparently absorbed in a French novel, but in fact very much alert to the movements of her pet Pekingese, Toki, who was playing on the spacious afterdeck with a rope-end. Mr. Kingsbury, jr., or Ox, as he was called, was in the deck-house ready and willing to relieve at the wheel. During the time that he was thus occupied, he was explaining to the Skipper, in simplified form, Einstein's theory. But to a Skipper at the wheel who is laying and watching courses, this was indeed a hard task, especially when one eye was on the instrument board watching oil gauges, ammeters, etc., and the other upon passing and overtaking yachts and commercial craft. One ear was attuned to Einstein, the other to the rythm of the motor and the accompanying foreign noises, for instance, when two tumblers clanged together through vibration. The explanation of Einstein's theory of relativity was never finished for at this point the Skipper interrupted Mr. Kingsbury by ringing a bell and requesting the Steward to correct this faulty galley condition. A moment later Mr. Kingsbury stepped out on deck to call the attention of Col. and Mrs. Kingsbury to a three masted schooner, Down Easter, which was photographed and comments made upon the passing of this type of vessel, the traditions and romances thereof. When he returned to the deck-house, the remaining discussion was confined to a keen appreciation of the present yachting season and a lively contention between opposing advocates as to the rival merits of the motored yacht and the sailing vessel which ended in the comparison of the railroad engineer to a hansom-cab driver; to


C
C'
B
B'
NEW ROCHELLE
Pelham Manor
Echo Bay
Davenport Neck
Middle Shoal
Huckleberry I
Execution Rocks
Pelham Bay
Hunter I.
Rodman Neck
High I
Hart I.
CITY I.
Cuban Ledge
Big Tom
EAST CHESTER
E. Chester Cr.
Sands Pt.
Gangway Rk
Barker Pt.
Hewlett Pt
Plum Pt
Old Ben
RED SECTOR
(chart 222)
(chart 223)
Miles

On the north shore are City Island and New Rochelle opposite Manhasset Bay on the other shore. Watch out for rocks and reefs on this shore


C
C'
MAMARONECK
Harrison
N.Y.N.H.&H.R.R.
LARCHMONT
Larchmont Hbr.
Orienta
Long Beach Pt.
Delancey Pt
Mill Cr.
Mamaroneck
Harbor
Milton
Rye Neck
Scotch Caps
Hen and Chickens
Forbes Rk.
(chart 222)
Miles

Further along are the harbors at Larchmont, Mamaroneck and Rye, the entrance to which are plainly marked


OYSTER BAY (chart 224)
Lloyd Pt
Morris Rk
N.W. Bluff
Lloyd Neck
Oak Neck Pt.
Oak Neck
Bayville
Center I. Pt.
Seawanhaka
Mill Neck Cr.
Mill Neck
Centre I.
Cooper Bluff
Cove Neck
Oyster Bay Hbr
Cold Spring Hbr
Miles

Oyster Bay and Cold Spring Harbor both lie nearer New York and should be visited by the wandering cruiser

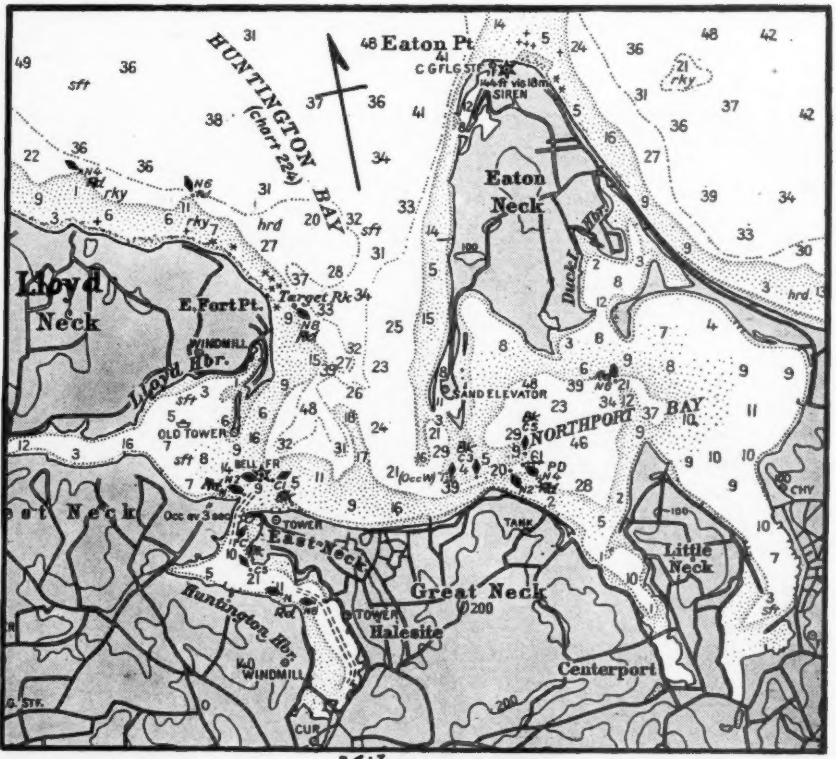
the pilot of a plane compared to the pilot of a glider.

The Skipper laid the course E by N for the bell 15 off Lloyd's Neck. A restful hour and half was spent and at noon, being at a point abeam of Bayville and bell 15 being sighted through the glasses, our good friend Ox acting as quarter-master, the Captain was summoned below by the Steward who had prepared a delightful lunch from his well stocked larder; boullion cup, cold cuts of chicken and tongue, fresh string beans, mashed potatoes, egg and tomato salad, with a tempting tumbler of iced coffee, topped off with bannana jello submerged in whipped cream.

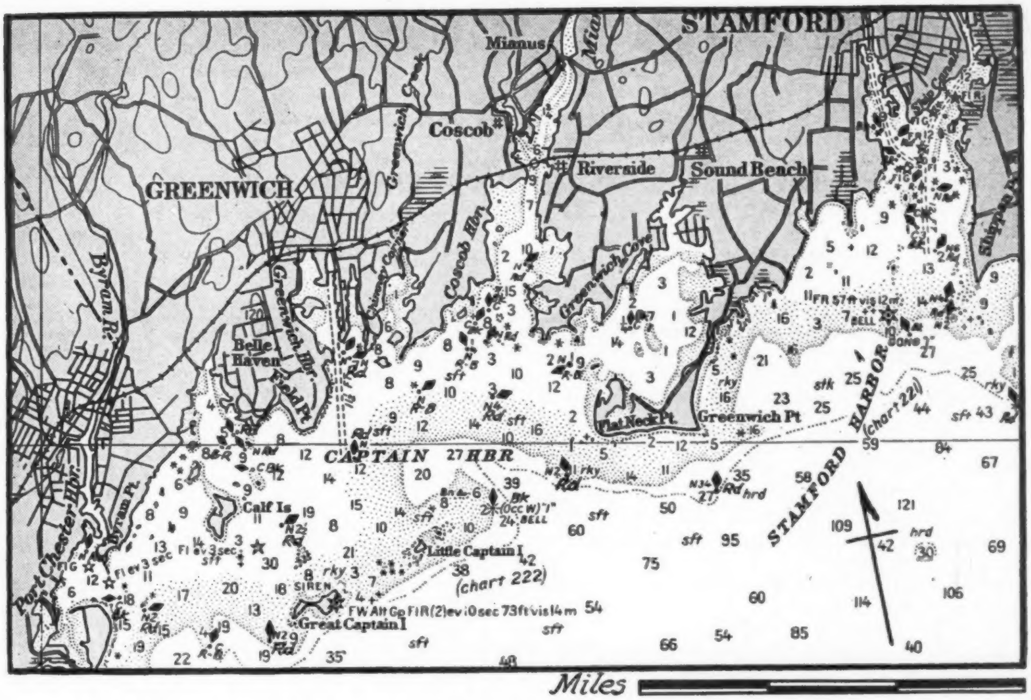
When the Skipper returned to the deckhouse the Kingsbury foursome—Toki, father, mother and son—were enabled to enjoy their lunch leisurely.

The course was changed at Eaton's Neck to E ½ N which is a through course to the Eastward, bringing Stratford Shoal on our port. During the afternoon numerous other yachts were passed, cruising to and fro, all bound for some particular harbor for their week-end vacation. Some were bent on fishing, some were anchored for swimming, others were enjoying simply a perfect rest.

At seven bells, afternoon watch, Stratford Shoal was abeam and the course was set at E N E, passing diagonally across the Sound to Sachem's Head, arriving there about three bells. After feeling our way between the stone jetties in this small land-locked harbor with its profusion of rock surrounded by beautifully terraced lawns and spacious homes, we threaded our way around a multitude of mooring buoys en-


HUNTINGTON BAY (chart 224)
Eaton Pt
Eaton Neck
Lloyd Neck
E. Fort Pt.
Target Rk
Lloyd Hbr.
Duck I. Hbr.
Sand Elevator
Northport Bay
East Neck
Huntington Hbr.
Great Neck
Halesite
Little Neck
Centerport
Miles

On the south shore of the sound the cruisers rendezvous is Lloyds Harbor. The most popular spot for miles around. Northport Bay is close at hand


STAMFORD
Mianus
Coscob
GREENWICH
Riverside
Sound Beach
Byram R.
Greenwich Cove
Coscob Hbr
Belle Haven
Greenwich Hbr
Field Pt.
Flat Neck Pt.
Greenwich Pt
CAPTAIN HBR
STAMFORD HARBOR
(chart 221)
Calf Is
Little Captain I
Great Captain I
(chart 222)
Port Chester Hbr.
Miles

The north shore with harbors at Port Chester, Greenwich, Coscob and Stamford offers further attractive harbors

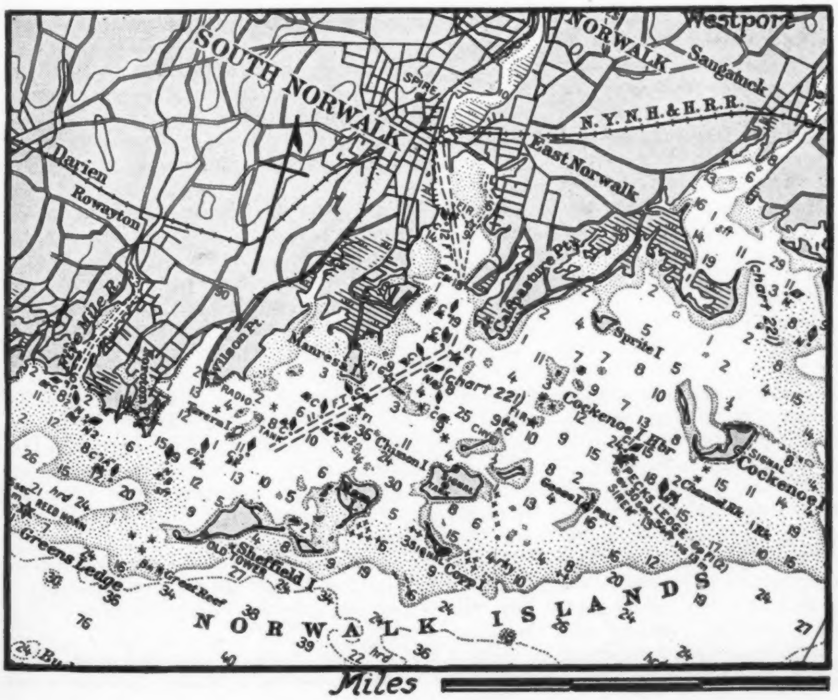
deavoring to locate an anchorage with wide enough space to safely drop the hook and swing clear of the other craft. This seemed impossible and finally the Steward of the Sachem's Head Yacht Club, apparently sensing our difficulty, came out and assigned us a mooring.

Sometime after seven bells, the loud boom of the Club's sunset gun closed the yachting day. The Steward sprang to the bow staff to lower the Club Burgee, Ox simultaneously lowered the owner's private signal from the masthead and lastly the Skipper slowly lowered the ensign. Which action brought forth the appreciative remark from Mrs. Kingsbury: "These moments to me are always so impressive!"

The Colonel, having roamed these slopes as a boy some forty years ago, was anxious to go ashore and renew old acquaintances, so the dinghy was lowered from her davits and the Colonel in his yachting best, shoved off in the tender with Ox as oarsman. Which oarsman pulled a mean oar as, by the way, he was first stroke on the Yale rowing crew; and his nick-name Ox, is an abbreviated form of Oxford College, England, where he was a student.

The usual quiet anchorage so often sought and so much enjoyed by the Kingsburys was sadly disturbed upon this lovely August evening by a costume dinner-dance at the Yacht Club which continued well into the Mid Watch

(*Continued on page* 78)


SOUTH NORWALK
NORWALK
Westport
Saugatuck
N. Y. N. H. & H. R. R.
East Norwalk
Darien
Rowayton
Five Mile R.
Wilson Pt.
Manresa I
Calf pasture Pt.
Sprite I
(chart 221)
Cockenoe Hbr
Cockenoe I
Chimon I
Sheffield I
Greens Ledge
NORWALK ISLANDS
Miles

South Norwalk is easily reached through a well buoyed dredged channel while Westport is up the river a short distance

SMALL MOTOR BOATS

Their Care, Construction and Equipment

A MONTHLY PRIZE CONTEST CONDUCTED BY MOTOR BOATMEN

Questions for the February Contest. Answers must be in by December 8.

1. Provided one has a protected mooring, discuss advantages as well as disadvantages of leaving a boat in the water during the winter.
(Submitted by W. B. G., Elmira, N. Y.)

2. How can the motor boatman determine when gaskets need replacement anywhere about his motor, and what procedure should be followed in this work?
(Submitted by D. McC., Cleveland, N. Y.)

PLYWOOD FOR THE AMATEUR BUILDER

A Material With Excellent Characteristics Well Adapted to Many Amateur Boat Building Problems But Not Designed to Be Used Without Thought

Answers to the Following Question, Published in October MoToR BoatinG

Can plywood and the other large sheets of wood-like material now available be used to advantage by the amateur boat builder? If so, state how to select such material and where it should be used for best results.

THE USE OF PLYWOOD

(The Prize-Winning Answer)

THE manufacturers of plywood have been very enterprising and have perfected their product to such an extent that its use is very large and varied. Due to the use of waterproof glue plywood enters the boat building industry with a big advantage. Its strength and workability together with its large dimensions and light weight certainly make an ideal material.

The general run of stock plywood is built up of layers of Douglas Fir. Standard sizes run from about two feet wide by three feet long up to four feet wide by eight feet long. Stock thicknesses are from one-quarter to one-half inch in three ply. Other sizes and thicknesses are more or less special but can be obtained. The limit to date is a sheet about seven feet wide by fourteen feet long with a thickness of two inches, sixteen ply. Having such a large variety of sizes to pick from gives the boat builder opportunity to prevent waste. Unit construction reduces labor but unlike most substitutions it produces a better job.

In using plywood in any form or in any location on the craft it is of utmost importance that all edges and faces be well painted before placing in final assembly. Fit the part in place, then remove to apply the coating so that each point of contact will be amply protected. Marine glue of the liquid variety works very well on the edges especially if the parts extend into the bilge.

Taking into consideration the fact that plywood can be cleated or braced in any manner; that it can be worked with or across the grain; that it can be nailed even to the very edges with no sign of splitting; that it can be finished with varnish, paint or enamel; that it can be purchased with one or both faces in mahogany, birch, maple or walnut; that warping, swelling and shrinking are nil; that the better grades show no defect in the form of knots, etc.; that pound for pound there is nothing adaptable to boat work equal in strength; that durability is proven by the very fact that Douglas Fir has played an important part in ship and dock work for years. We find that its use is well founded.

The following parts may safely be made from plywood:

The Small Cruiser:—Bulkheads; hatch cover; engine boxes; cabin doors; locker parts; shelves; cabin lining; tables; standing top decking and cockpit lining.

The Runabout:—Bulkheads; seat risers, cushion backs; cockpit finish.

The Small Runabout or Family Outboard:—Bulkheads; seat parts; floor boards; decks (canvas covered); sheathing; hatches; cockpit paneling and carlins.

The Fast Outboard:—Decking; web frames and floors; frame corner blocks; carlins and what seat parts are used.

In purchasing plywood specify the waterproof variety. The grades are listed as Good One Side or Good Two Sides. The builder will decide whether or not the absolutely clear both faces is required. As for strength the panels not clear are satisfactory but do not take finish as well as the better grade. Select the plywood with no joints and with the face grain in the panel running in the same direction as it would be in the case that tongue and groove lumber or solid wood were used. If stock thickness is insufficient two panels may be screwed together. Use plenty of paint between the faces. Where the panel has a mahogany or other ornamental wood face, take extra precaution in finishing as the face veneer in such cases is very thin and has a tendency to pull away.

Laminated wood will eventually be a factor in boat work. The airplane derives its tremendous strength and resiliency through the scientific application of plywood and metal.

There are several brands of so-called wood fibre panels on the market. One or possibly two have some merit for other than insulation. The general run of such stock looks like cornstalks or newspaper ground up with a finish resembling a door mat. By all means avoid this spongy variety and consider only the hard finished stock that is guaranteed all wood fibre. This hard prestwood is proving durable even for planking on outboard craft to say nothing of its use for interior work. Thus far such material has only been produced in thin sheets but without a doubt the demand will in time necessitate thicker stock.

There are times when it becomes necessary to remove certain bulkheads or lockers in order that work of various nature may be performed behind them. In such cases plywood or wood fibre sheet construction simplifies this task considerably, especially if the builder will plan the parts accordingly and fasten with screws or bolts.

E. N. A., Camden, N. J.

VARIETY OF MATERIALS AND USES

THERE are three general types of plywood and other large sheets of woodlike material, of interest to the amateur boat builders. These are:

(1) Plywood proper consisting of three or more sheets of veneer—in the case of very thin material only two sheets—glued together with a waterproof adhesive such as casein or blood albumen glue.

(2) Synthetic wood composed of treated wood fibre pressed into dense, hard, waterproof sheets.

(3) Porous sheets of light vegetable fibre used for heat insulation and similar purposes.

Taking up the desirable characteristics and uses of each of these materials in turn we find that:

Plywood for boat building must be waterproof. The low grade plywoods made with glue which is not waterproof have their proper fields of usefulness ashore but are of no use in marine work. Plywood suitable for boat building can best be obtaining by the amateur by purchasing from a reliable dealer and getting a material complying with Army-Navy Specification No. 9015, dated December 15, 1927, for Plywood, Aircraft or Navy Department Specification 39P13, dated Sept. 3, 1929. The latter specification can be secured from the Bureau of Supplies and Accounts of the Navy Department at Washington. The small purchaser's best assurance of quality is however to purchase from a dealer of known integrity as the determination of whether or not a particular lot of plywood is up to specification is a job for the experienced inspector who has access to the necessary laboratory equipment. The amateur can do little more than examine the sheets for obvious flaws and get some idea of the waterproof quality of the glue by soaking a small sample of the plywood for 48 hours. The glue should not soften nor the laminations separate after soaking.

The uses of plywood in boat building are many, particularly in the construction of small light craft. The material is used with great success for:

(a) The webs of built-up girders and deep floor timbers in extremely light racing craft. Such thin webs must of course be suitably stiffened.

(b) For stiffening angles and braces at corners and connections.

(c) For the decks of racing craft and other very light hulls.

(d) For paneling and other parts of the interior trim on any craft where weight saving is important.

Plywood has not proved highly successful for bottom planking and its use for this purpose cannot be recommended. There is no reason, however, why it should not be used for the decking and side planking of turtle-backed outboard racers thus making it possible to use thicker and stronger bottom planking than could otherwise be used without having a hull of excessive weight.

The second class of material that we have under consideration is dense synthetic lumber made from pressed treated wood fibre. The sheets are made in large sizes and in different thicknesses. They will not soften even after indefinite immersion in water. Material of this character can be used for:

(a) Watertight bulkheads and stiffening bulkheads, even in cruisers of considerable size.

(b) Interior finish and paneling where a painted and not a bright finish is to be used.

The third class of material under consideration is the light porous type of insulating board made of such vegetable fibre as refuse wood, the sugar cane refuse known as bagasse, and other similar refuse materials. Insulating board of this type is not waterproof and will soften but not go altogether to pieces if immersed. The material is of great utility to the amateur boat builder in providing heat insulation in built-in ice boxes. If used for this purpose every precaution must be taken to keep the material dry. Ice box walls insulated with it must not only be made absolutely water and air tight as far as the inner lining is concerned, but must also have an outer case which is practically air and water tight.

W. M. A., Pensacola, Fla.

SERVICEABLE PLYWOODS

A GENERATION ago boat builders did not favor the use of plywood, but its use in the building trades generally is having its effect on the boat building fraternity.

Particularly when the plywood is built up with the use of casein glue, there is little probability that it will

(*Continued on page* 100)

RULES FOR THE PRIZE CONTEST

READERS are urged to consider the above questions for the February issue, and send answers to them to the Editor, MoToR BoatinG, 57th Street at Eighth Avenue, New York, N. Y. Answers should be (a) in our hands on or before December 8, (b) about 500 words long, (c) written one side of the paper only, (d) accompanied by the senders' names and addresses.

On account of the earlier closing of the February Show Number, Answers intended for this should be in our hands by December 8.

The names will be withheld and initials used.

QUESTIONS for the next contest must reach us on or before December 20. The editor reserves the right to make such changes and corrections in the accepted answers as he may deem necessary.

The prizes are: For each of the best answers to the questions above, any article or articles sold by an advertiser advertising in the current issue of MoToR BoatinG of which the advertised price does not exceed $25 or a credit of $25 on any article which sells for more than that amount. There are two prizes—one for each question—but a contestant need send in an answer to only one if he does not care to answer both.

For answers we print that do not win a prize we pay space rates.

For each of the questions selected for use in the following month's contest, any article or articles sold by an advertiser advertising in this issue of MoToR BoatinG of which the advertised prices does not exceed $5, or a credit of $5 on any article which sells for more than that amount.

All details connected with the ordering of the prizes selected by the winners must be handled by us. The winners should be particular to specify from which advertisers they desire to have their prizes ordered.

REMOVING ICE BOX DRAINAGE

Installations Below Water Line Require a Little Ingenuity to Dispose of Drip Water in Most Acceptable Ways

Answers to the Following Question, Published in October MoToR BoatinG

Describe the best method for handling the drip from ice boxes when the ice box is located at or below the water line.

ENGINE PUMPS ICE WATER

(The Prize-Winning Answer)

THE ice box drip may in certain cases, warrant being important enough to provide some means for its disposal. In the accompanying sketches is shown a method in which the disposal is taken care of by utilizing the water pump on the boat's engine.

The drip of the ice box being below the water line is first conveyed to a waste water storage tank, which serves to store the drip for such time as the boat engine is idle, and in which is provided a ball float with a valve seat attached. The ball float tends to unseat the valve seat when the waste water has raised sufficiently in the tank, thus allowing the drip water to be pumped outboard through the water pump of the boat engine. When the level of the water in the storage tank has been sufficiently lowered the valve seat will automatically return to a closed position, thus allowing the water for cooling of engine to come directly from outboard in its original volume and without affecting the efficiency of the water pump.

Check valve must be placed in the line as shown in order to prevent the draining off of water in water jackets of engine.

A shut off valve should be provided for emergency use as shown.

The piping may be of a small diameter, preferably of about ¼ inch diameter.

F. W. L., West New Brighton, N. Y.

DRAIN TO BILGE IS SIMPLEST

THE ice chest which drains into the bilge has many features to commend it. It eliminates the necessity of cutting a hole in the hull, it can be cleaned readily without having recourse to the tender and by virtue of the fact that bilge water will have to be pumped out every two or three days, the bilge is made sweeter by the addition of fresh water to the bilge water.

In the illustration (Fig. 1) a rubber hose is shown leading from the ice chest drip pipe to a point well within the bilge. Where an ice chest is used only for a very short period during the summer, this rubber hose will not be necessary, since there will not be enough drip from the ice chest to cause the mucous deposit which forms from melting ice.

The use of the hose, however, brings the drip water to the bilge where it joins the bilge water without running along the inside surface of the planking.

The small door below the ice chest allows ready access to give the hose its periodic cleaning. The hose should be large enough to slip easily over the end of the drip pipe in the bottom of the chest.

When it is desired to have the ice chest drain overboard above the water line, the scheme outlined in Fig. 2 works well. The outboard end of the line is fitted with an ordinary exhaust head which passes through the hull below the upper edge of the boot top. Incorporated in the line is a tee which connects with the drain from the ice chest, from which point the line continues to the partition below the ice chest where the inboard end of the line ends in a deck plate. This allows a cleaning rod to be passed from *B* to *A* and makes it possible to eject any foreign substance in the pipe much better by the push method than by the pull method.

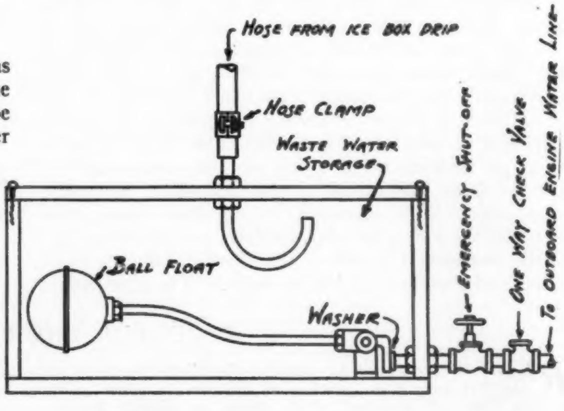
Owing to the diameter of the exhaust head being smaller than its accompanying coupling, if the stock in the exhaust head will permit, it would be advisable to ream it out equal in size to the rest of the line.

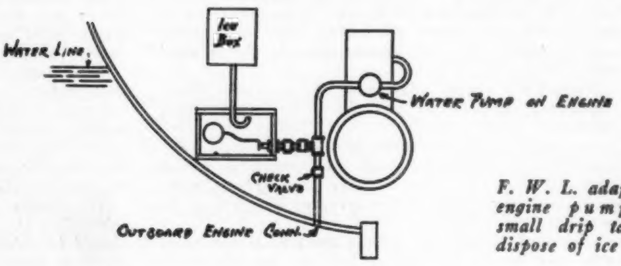
Carrying the drain line from the tee to the partition below the ice chest helps to divert some of the water which may swish into the pipe from backing up into the ice chest drain.

J. E. M., Norwich, Conn.

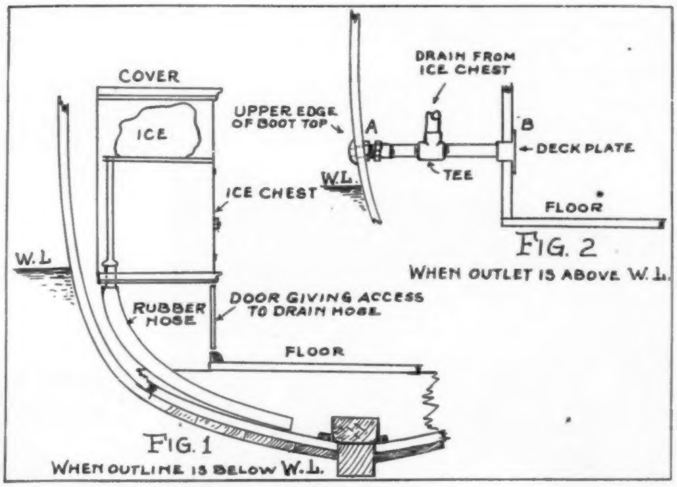
EMPTYING THE ICE PAN

IN the old days we used to put a shallow pan under the ice box drip pipe to catch the water as the ice melted. The pan had to be emptied night and morning or it overflowed and water ran on the floor. Now, if we have not yet purchased a mechanical





F. W. L. adapts the engine pump and small drip tank to dispose of ice water



J. E. M. shows how to run water to bilge or overboard

refrigerator for the home, the drip pipe is connected to the sewer through a trap and the drips from the ice box can be forgotten.

Our first ice box on the boat was a small tub from which the water had to be emptied, or a box from which the water dripped through a hole into the bilge. Then we had a small model of the household ice box and emptied the pan as was customary at home. Now our ice box is built-in as part of the galley and the water conducted overboard unless the bottom of the ice compartment is below the waterline. Some few motor boatmen lead the drip pipe through the floor and let the water run down along the planking to the bilge. This continual dripping does not tend to preserve the wood and the bilge is no fit place to dispose of the drips from the ice box. The old ice pan used to get all slippery and slimey the same as the bilge does and the ice box drips only increase this condition in the bilge. Milk and other foodstuffs spilled in the ice compartment will end up in the bilge where they sour and add to smell from an unclean bilge.

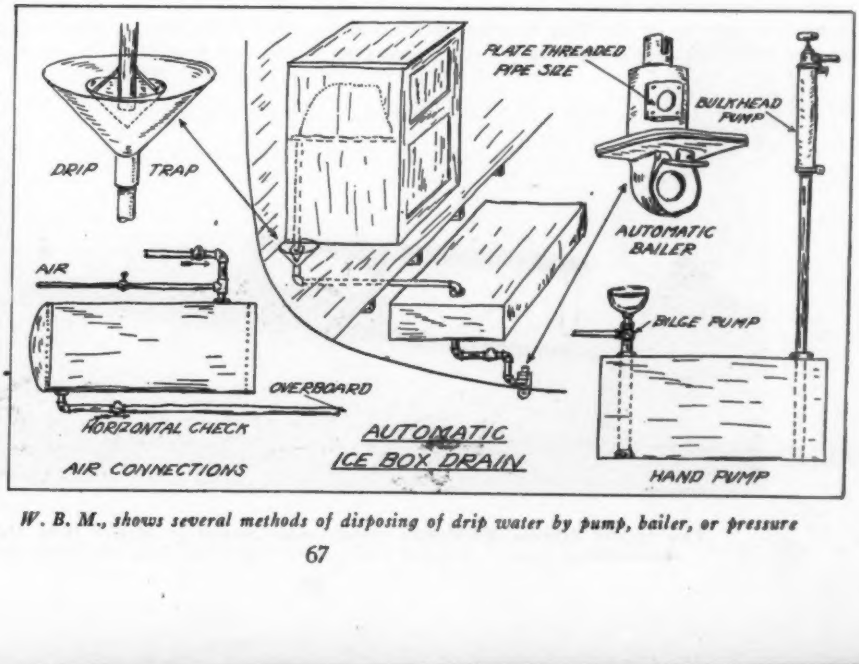
If the ice compartment is above the waterline, it may be possible to rearrange the piping so that instead of extending to the bottom of the refrigerator it turns out the back, through the hull and overboard below the waterline. When the bottom of the ice compartment is at or below the waterline, some disposition must be made of the drips rather than letting them run into the bilge. The drips should be conducted to a closed and vented copper or galvanized tank large enough to hold the drips from a full ice compartment. Then, if the boat is left with the ice box full of ice, the drips will be taken care of in the drip well. The drip well must be emptied by pumping or siphoning overboard whatever water has collected. Ice weighs 57½ pounds per cubic foot. If you buy 50 pounds of ice, you get nearly one cubic foot and the water from the melted ice will be slightly less in volume than the ice. One cubic foot contains about 7½ U. S. gallons. An 8 gallon cylindrical galvanized tank will be satisfactory for many years but, it will be considerably heavier than a copper tank. Also, there will be no provision for cleaning unless the tank is made especially for the purpose. A copper tank can be made to fit the space available. It will be light and a large hand hole for cleaning is easily provided.

Make the copper drip well of heavy gauge sheet copper, lock seamed at all joints and well soldered. Brass floor flanges soldered on for the connections answer the purpose admirably and a large plug can be provided for a clean out.

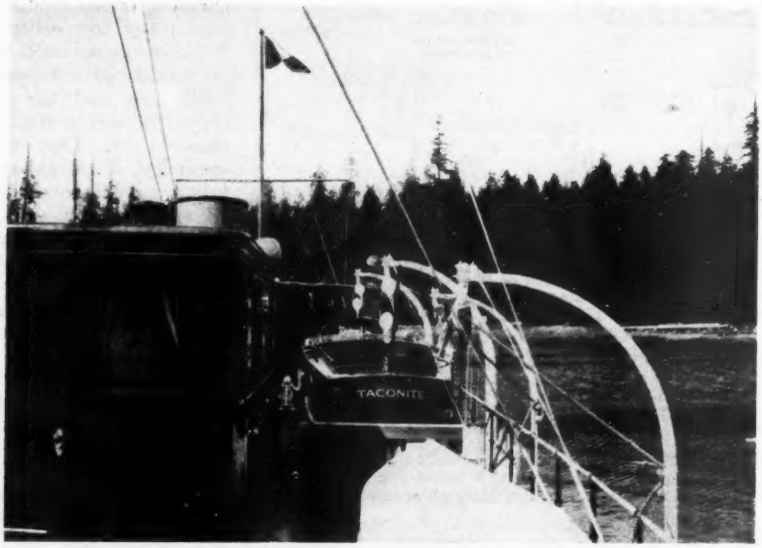
Locate the drip well as near the ice box drip pipe as is practical and fasten it down on chocks the same as a fuel tank. The well should be inclined slightly towards the outlet which should be at the lowest point. If not so constructed, make a trap for the ice box drip pipe by fitting a copper cone under it so that the sides are higher than the end of the drip pipe. This cone causes the water to rise higher than the end of the drip pipe and overflow the cone. As the end of the drip pipe is submerged in water at all times no odors from the bilge or the drip well can find their way into the ice box through the drip pipe. Make a copper funnel about three times the diameter of the trap and solder it to a half inch brass pipe nipple and pipe to the top of the drip well with either brass or galvanized pipe. From the outlet at the lowest point in the bottom of the drip well, pipe to whatever device is used for lifting the water overboard.

A small bilge bailer made for outboard motor boats will be the handiest method of disposing of the drip water and the arrangement can be made automatic in operation. Solder a brass plate over one side of the

(Continued on page 110)



W. B. M., shows several methods of disposing of drip water by pump, bailer, or pressure



The 23-foot tender on W. E. Boeing's yacht Taconite is equipped with a Chrysler Imperial 125 horsepower marine engine

YARD AND SHOP

Notes of Interest to Both Owner and Manufacturer

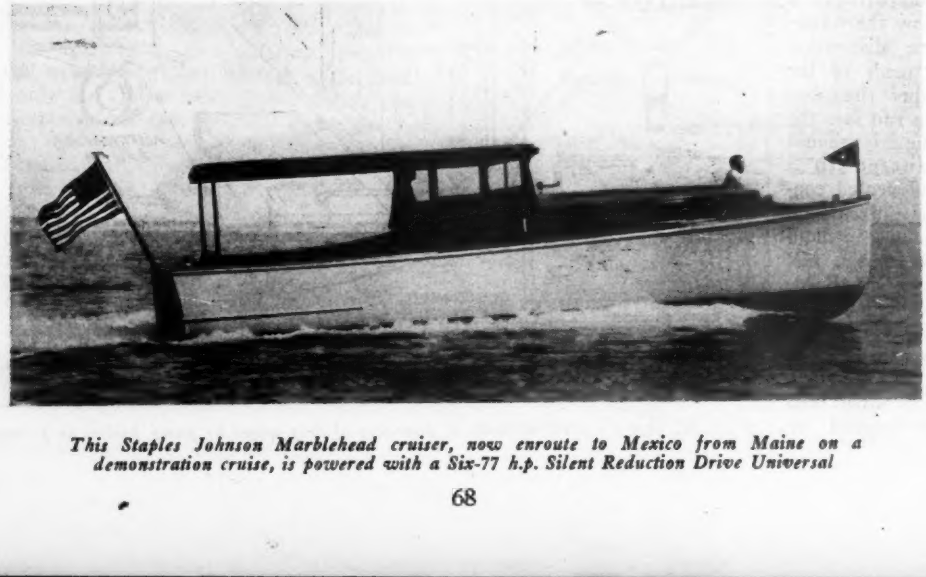
BRIGHT OUTLOOK FOR 1931

WEBB C. HAYES, II, president of Dart Boats, Incorporated, manufacturers of Dart Runabouts has, in a recent letter to dealers, expressed his satisfaction with the boating outlook for the coming year. President Hayes is quoted as follows: ". . . . it seems particularly significant to us that even in times like these, we were able, through the excellence of our product and through the loyal and aggressive efforts of our dealer organization to increase out unit sales for the year 20% over 1929. With this thought in mind and with business conditions slowly, though definitely, on the uptrend we see no good reason why 1931 should not present a wholly normal and successful boat year. We are confident that next spring and summer will do much to make up for the slump so generally felt during the past season, and we are directing our entire efforts and resources toward this end." Predictions for the future such as the foregoing coming from an individual who is unquestionably one of the leaders in the industry, and as such is in constant touch with the situation not only in this country but abroad as well, places a deeper and added significance to these expressions of confidence.

BOATING ON THE INCREASE IN EUROPE

So reports J. B. Eck, vice-president and general manager of the Universal Motor Company of Oshkosh, Wisconsin, recently returned from a study of European business conditions. The popularity of watersports is growing rapidly, due principally to the introduction of fast runabouts powered with high-speed American marine motors.

Mr. Eck's trip consumed several months, with visits to Universal distributors, dealers and yachtsmen in practically

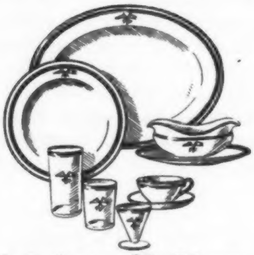


This Staples Johnson Marblehead cruiser, now enroute to Mexico from Maine on a demonstration cruise, is powered with a Six-77 h.p. Silent Reduction Drive Universal

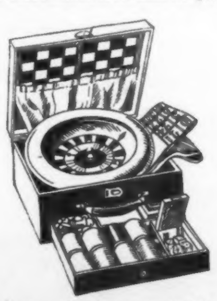
S.S. SANTY CLAUS
OVINGTON'S
1930

All Smart Yachts believe in Santa Claus

. . . by Galley!



A pleasing set of English ware for six. Ivory tone banded with blue, and emblazoned with your yacht flag and name. $63. Crystal emblazoned to match $37.



A brown leather case holds a roulette set, poker chips, dominoes, chess, checkers, backgammon, cribbage board; poker, and other dice. $75.

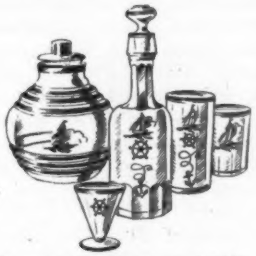
SINCE rubicund old Saint Nicholas appointed us his maritime gift representatives in Gotham the smart mariner would rather drop a rudder than miss his customary Christmas quota from Ovington's. With everything nautical from barometers to crystal, Ovington's stands among the first lords of the admiralty.

OVINGTON'S

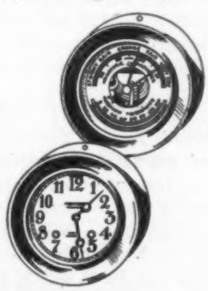
"The Gift Shop of Fifth Avenue, Inc."

437 FIFTH AVENUE, NEW YORK

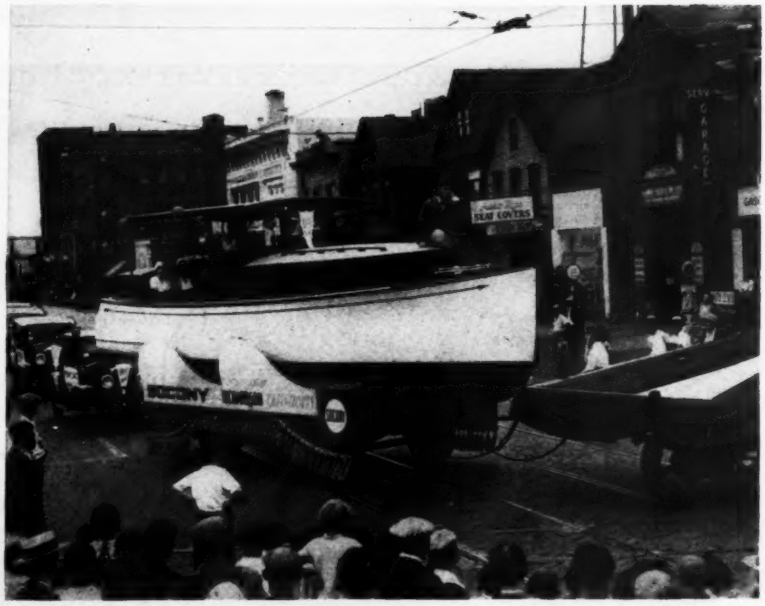
Telephone: Caledonia 8700



Nautical symbols and blue bands embellish this crystal spirits set. Shaker, 2 quarts, $12. Decanter, 1 quart, $7.50. Highball, cocktail glasses, $18 doz.



Clock and barometer to match. The clock has Chelsea ship bells strike and standard 8 day movement. Brass frame 5⅜ inches diameter. $70. Barometer $40.



A double cabin Richardson Cruisabout was a feature of the recent Standard Oil Prosperity Parade at Buffalo, N. Y.

every boating center of Europe. Due to the extensive itinerary, much of the journey was made by plane, nearly every type of land and sea passenger plane on the Continent being utilized. Everywhere, great interest in boating was manifested, Universal dealers being especially active in fostering boating both for pleasure and commercial purposes. The present trend in pleasure boats seems to be toward lighter craft with lighter and faster inboard motors, an increasing demand being noticeable for boats powered with light, high-speed fours. In commercial craft too the inclination is toward faster and more compact motors, the growing use of American production methods in European industry necessitating increased speed and efficiency afloat as well as ashore.

Universal distributors and dealers in Europe exhibited progressive establishments. And in some instances, notably in the fishing communities, they were also most picturesque, one or two dealers even combining dwelling, show room and office into one in order to operate along the waterfront in the heart of the fishermen's activities. In other places the dealers, due to the extensive scope of their operations, maintained establishments more elaborate than those found in the United States.

KERMATH ABROAD

Kermath Marine Motors steadily gain increased popularity in foreign countries because of their consistent reliability. Raymon Pineiro is the owner of a fleet of five Kermath-powered fishing boats. One of these is a heavy 9-ton fishing and sailing boat, 32 feet by 9 feet 2 inches, by 3 feet 11 inches, for which a 20 h.p. Kermath supplies abundant power. An 81-foot cruising sloop owned by G. L. Batchelder of Boston is now cruising in European waters. For auxiliary power she carries a 6-cylindered 65 h.p. Kermath.

DEALERS MEET AT PORT CLINTON

To introduce the 40th anniversary series of Matthews Cruisers to the Matthews dealer organization, a two-day sales meeting was held at the Port Clinton, Ohio, factory at which 95% of their representatives throughout the United States were present. It proved an extremely instructive method of introducing the new series as well as presenting methods of boat building in use at the Matthews plant. The exchange of sales experiences and sales ideas was another feature of the meeting. Due to its noteworthy success in bringing dealers and builders together for a more intimate exchange of ideas and a better understanding of sales and manufacturing problems, it is proposed to make the meeting an annual affair.

RUBBER BEARINGS

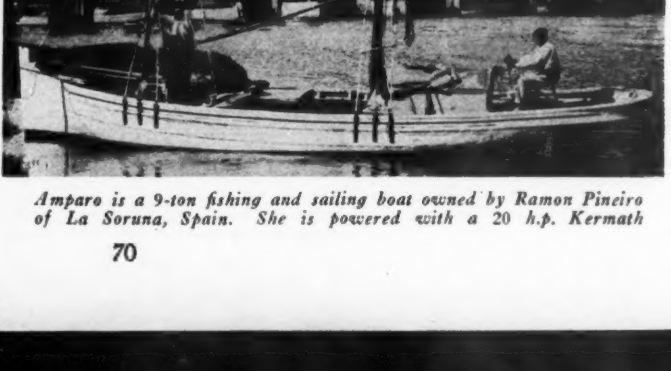
One of the greatest difficulties encountered in the construction of motor boats driven by screw propellers has been overcome by development of a cutless rubber bearing which resists abrasion. It is the product of the research department of the B. F. Goodrich Rubber Company of Akron, Ohio, and has proved successful for any type of marine vessel having moving parts in contact with the water.

The great obstacle has always been the catching of sand particles between the shaft and its bearing where the rotation of the shaft would quickly score the surface and render the bearing unserviceable. By the Goodrich method of construction longitudinal grooves in the rubber permit water to flow through the bearing and carry away particles of sand and dirt, at the same time allowing a film of water to spread around the shaft and thus act as a lubricant. Severe service conditions have proved the correctness of the Goodrich theory of construction.

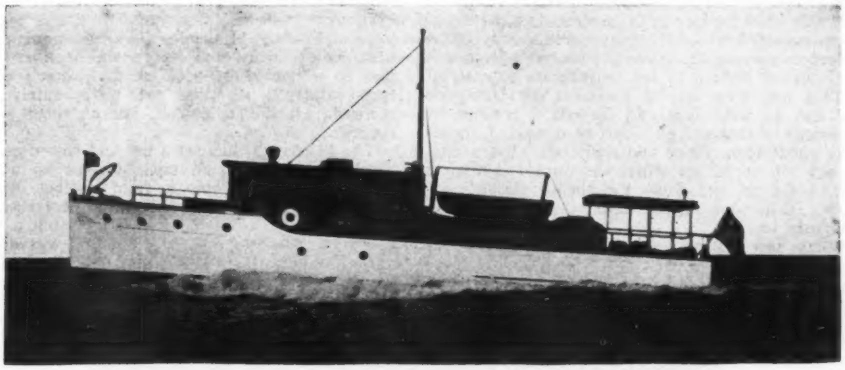
ELECTRIC AUXILIARY POWER

The first application of gasoline-electric equipment to the auxiliary propulsion of a sailing vessel will soon be made. A. W. Moffat's new 53-foot auxiliary schooner, building at G. Frank Lawson's yard in Dorchester, Mass., will be equipped with gas-electric drive instead of the conventional direct gasoline propulsion.

(*Continued on page* 112)



Amparo is a 9-ton fishing and sailing boat owned by Ramon Pineiro of La Soruna, Spain. She is powered with a 20 h.p. Kermath



First in Their Class

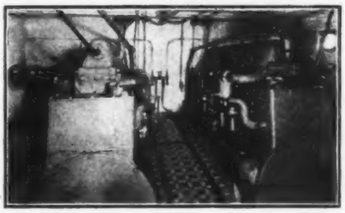
CONSTANT refinements over a period of 30 years have placed VINYARD craft first in their class by discriminating yachtsmen. Many owners of VINYARD "50" and "55's" write us they would not consider a larger yacht; they are satisfied.

VINYARD was first to use automatic refrigeration in a 50-foot yacht, decidedly as necessary to your health and comfort as electric lights are in your home.

Each member of your family can show with pride their own and the guests' staterooms, each entirely private, with real beds that invite complete relaxation and rest.

EXPECT more in your VINYARD; you will not be disappointed, for even a cursory examination reveals beautiful lines, joiner work in Mahogany or American Walnut, the world's supreme wood, hand rubbed to a velvet smoothness. The price is reasonable, too.

Not only is the VINYARD roomy and luxurious in its cabin arrangements, but below decks as well; note accessibility of every corner of the engine room. Yes, this is very important.



VINYARD construction is synonymous with long life and will pay dividends in the years to come, in never-to-be-forgotten days of adventure.

Don't wait to be ordered to rest; start South in your VINYARD Cruiser not later than December 15th.

Arrangement plans and catalog for the asking, but seeing the yacht in all its ruggedness and completeness is much better.

Fully equipped and ready for service—(means just that)

The "50"—$23,500 **The "55"—$27,500**

VINYARD Ship Building Company
Milford, Delaware

AEGEAN HARBOR ADVENTURES

(*Continued from page* 45)

I was anchored outside. So the pilot was taking advantage of his position in the cockpit to pull on the stern line.

By that time P. L.'s snickers had informed me that the situation was not exasperating, but merely funny, and I stayed the hand that was meant to remove the wizened little pilot from this earth's troubles. I waved instead to his confederate to cast off the stern line. This was done and at the next try Hotspur's bow came around and we were free. In the end, I profited by the unwanted attentions of the natives. Left to myself, I should have motored fifty yards from shore and anchored. But a concerted shout warned me to let go when we were less than a hundred feet out. I did so, and down the anchor slipped, six, eight, ten fathoms. With our anchor line at a thirty-degree angle, and our stern in ten feet of water thirty feet from shore, we were anchored at Thira. The pilot's confederate again ferried our stern line ashore and we were moored. In paying off this precious pair I told them to go away and never come back again. But they couldn't understand me and so we parted with no hard feelings.

Although Hotspur was technically moored, I wouldn't have given a nickel for her chances of holding in an onshore breeze. Our half-formed intention of doing our sight-seeing in the cool of the evening was therefore abandoned. Lowering the dinghy, I rowed over to the headland to northward of us to see what could be done for shelter in a northwesterly and concluded after an inspection of the conveniences that our best recourse would be flight. In times past disused cannon have been cemented muzzle down in the rock to serve as bollards, while, as previously noted, the cliff has been galleried out to leave columns of stone that mooring lines can be passed around. But with one kaiki making use of these primitive advantages and two others occupying the remaining available space in the little cove behind the headland there was no room for a stranger.

The fishing was not much better than the anchoring—and the shore was a place to give a nervous mariner nightmares

Coming back to Hotspur, I was hailed in French by an elderly man returning from a fishing expedition. He tried to assure me that our anchorage was good, and did persuade me that the night would be calm. Before leaving, he volunteered to guide us to the volcano in the morning and promised that he would give us fresh fish boiled in one of its hot springs. This brief exchange of words in a language which I could at least partially understand left me feeling better about the situation, and when, after dinner we turned in, the sound of floating pumice stone chafing softly against Hotspur's sides was more soothing than alarming.

In the morning our friend was alongside early. For the occasion he had put on his best, which included a collarless silk shirt, and to introduce himself he handed me a passport which showed that he had been employed by the British at Port Said during the war. The last name I have forgotten, but Guillaume was the first, so I take it he came honestly by his knowledge of French.

Before we shoved off in Hotspur for the volcano, Guillaume pointed to a dwelling that was half cave and half house in the side of the cliff. That, he said, was his summer home, for which each year he forsook the heat of Athens. From its one window his wife waved a handkerchief in farewell. Our friend then asked if we would mind towing the heavy varka in which we had seen him the day before, saying that the native who owned it would show us where to anchor and also help us with the fishing. Towing two boats, therefore, we got under way with power.

In half an hour or less we were feeling our way into a cove in the embrace of the volcano, Guillaume telling me to go one way, and the Greek in the varka astern offering counter suggestions. I decided that the native was the best guide to follow, and when he made a violent downward motion of one arm, ran forward and let go the anchor. He quickly took a line to a nubbin of rock at the water's edge, and Guillaume then informed me that we were safely and satisfactorily moored. It didn't look it, but as there was no wind I was content.

The fisherman then set a net and rowed us ashore. Guillaume, armed with a walking stick, led us up a soft-slippery cinder slope where there was a faint vestige of a path. About a hundred yards up from the water he leaned over and gingerly felt a reddish boulder, and was disappointed to find it cool to the touch. A year before, he told us, a fat German lady puffing up the path had sat on that particular rock to get her breath and cool off. As it was then red hot, she did neither.

We climbed on for a matter of fifteen minutes, Guillaume leading the way and describing the eruption of '25, when the days were darkened by clouds of smoke and the nights made hideous by redhot lava and showers of sparks. Fortunately no one was hurt, although the old mooring place for local craft was completely obliterated and several fishermen barely escaped with their lives. The navigable channel which separated Mikro Kaimeni from Neo Kaimeni was filled up, the only traces of it after the eruption being a ravine in the newly combined island.

The farther we walked the hotter the air became and the more rank the sulphur fumes that assailed our nostrils. When, finally, we came to a crater whose edge was hot enough to vulcanize the rubber soles of our shoes and far too hot to touch, I felt called upon to express admiration in one of the French adjectives that I use best.

"Jolie!" said I to Guillaume. *"Tres jolie!"*

"Pas jolie," replied Guillaume. *"Sauvage."*

And William was right. The Volcano is now in a peaceful mood, slowly cooling off, and showing no evidences of immediate activity. But its lava courses, burned-out gullies, and bleak peaks of calcareous rock present a sinister, inimical appearance. On the way down from the top of the volcano, some 500 or 600 feet above the sea, we passed a small level place on which white stones had been laid down to form a circle. As it did not look like the proper site for a picnic and as Guillaume could offer no explanation for the circle, P. L. jumped to the conclusion that Greek Christians, momentarily gone pagan, had performed within it propitiatory rites to the earth goddess. This may not be such a wild guess, after all. In times of great stress, humanity is always liable to revert to the old fashioned cure-alls.

Aboard Hotspur once more, the fisherman hauled his net and Guillaume asked us to accept the two small fish which comprised the catch. P. L. said she would take them only if they were ready-boiled, and we rowed to the head of the cove to try the temperature of the water. Here again time had had its cooling effect, and the spring which had boiled the year before was now only uncomfortably hot.

On our return to the landing place at Thira I trusted the seamanship of the Greek fisherman and almost got into water hotter than the bubbling spring. That is, we anchored at his direction and he ran a line out to one of the rock pillars, when along came a southwest puff of wind and only quick use of the motor saved us from barging into the kaiki already moored there. Feeling then that it was unwise to trust

(*Continued on page* 96)

Ole Evinrude

and his associates, in next month's issue of this publication, will make announcements of intense interest to every present and prospective user of an outboard motor

OUTBOARD MOTORS CORPORATION

MILWAUKEE WISCONSIN

OUTBOARD MOTORS CORPORATION

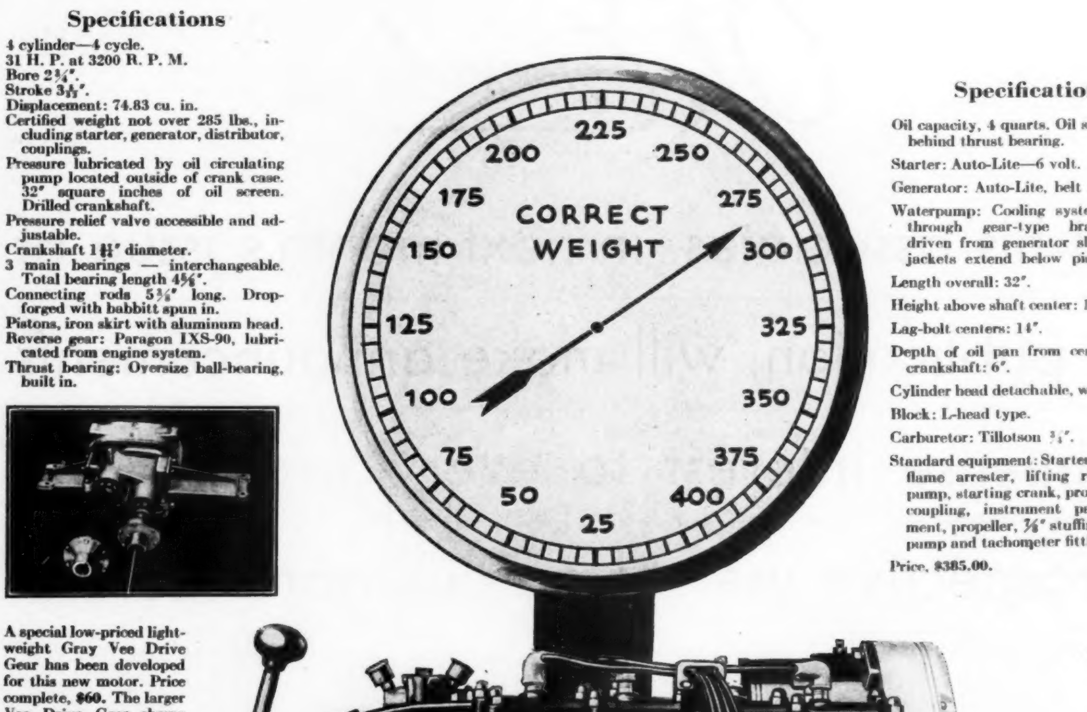
The New GRAY

Will be Featured in High-

Specifications

4 cylinder—4 cycle.
31 H. P. at 3200 R. P. M.
Bore 2¾".
Stroke 3$\frac{1}{32}$".
Displacement: 74.83 cu. in.
Certified weight not over 285 lbs., including starter, generator, distributor, couplings.
Pressure lubricated by oil circulating pump located outside of crank case. 32" square inches of oil screen. Drilled crankshaft.
Pressure relief valve accessible and adjustable.
Crankshaft 1$\frac{11}{16}$" diameter.
3 main bearings — interchangeable. Total bearing length 4⅝".
Connecting rods 5⅜" long. Drop-forged with babbitt spun in.
Pistons, iron skirt with aluminum head.
Reverse gear: Paragon IXS-90, lubricated from engine system.
Thrust bearing: Oversize ball-bearing, built in.

A special low-priced light-weight Gray Vee Drive Gear has been developed for this new motor. Price complete, $60. The larger Vee Drive Gear shown for motors up to 200 H. P. at 3000 R. P. M. is well known to the trade.



Specifications

Oil capacity, 4 quarts. Oil seal built in, behind thrust bearing.

Starter: Auto-Lite—6 volt.

Generator: Auto-Lite, belt driven.

Waterpump: Cooling system positive through gear-type brass pump, driven from generator shaft. Water jackets extend below piston travel.

Length overall: 32".

Height above shaft center: 13¼".

Lag-bolt centers: 14".

Depth of oil pan from center line of crankshaft: 6".

Cylinder head detachable, water cooled.

Block: L-head type.

Carburetor: Tillotson ¾".

Standard equipment: Starter, generator, flame arrester, lifting rings, sump pump, starting crank, propeller shaft coupling, instrument panel equipment, propeller, ⅞" stuffing box, fuel pump and tachometer fitting.

Price, $385.00.

“LIGHT FOUR”

Speed Stock Boats Next Year

A SMALL, light weight, high duty 30 horse power Marine Motor. Every feature of modern (1930) design. Standard electrical equipment—Oversize clutch—Big Bearings, big crank and big camshaft. Standardized—New—The last word in Engineering. As good—in spite of its price and size—as the best high priced motor in the world.

Produced in great volume from the most efficient tool equipment and manufacturing methods known to the motor industry.

Write for literature showing the many applications of this motor.

$385.00

The GRAY Line of Dependable Motors

A Motor for Every Boat

Hi-Speed Engines

Highly specialized, light, fast motors for speedy runabouts and express cruisers. Prices range from $385 to $1245.

*“Light Four”	30 h.p.
“Four-41” with or without reverse gear.	37 h.p.
*“Four-44”	50 h.p.
“Six-50”	50 h.p.
*“Six-70”	75 h.p.
*“Hi-Speed Eight”	135 h.p.

These engines have aluminum housings, and are specially designed for continuous wide-open running.

Medium and Heavy Duty Engines

For cruisers, workboats, fishing boats and all heavy-duty purposes. Prices from $265 to $1335.

“Four-30” with or without reverse gear.	20-33 h.p.
*“Four-44”	25-45 h.p.
“Six-40”	25-40 h.p.
*“Six-60”	35-61 h.p.
“Six-72”	50-70 h.p.
“Big Six”	90-100 h.p.
*“Cruiser Eight”	110-130 h.p.

Double ignition with magneto available on most of these models. All-iron housings, large oil-capacity, and complete accessory equipment.

*Reduction gear available.

For details and equipment write for free catalogs and the Gray “Book of Boats,” a cross-section of the experience of over 80,000 Gray owners.

Gray Marine Motor Co.
680 Canton Ave., Detroit

Gray Marine Motor Co. of Canada, Ltd.
77 Adelaide St., W., Toronto 2

Bowler, Holmes & Hecker Company
259 Greenwich Street
New York City, N. Y.

Gray-Aldrich Company
6 Commercial Wharf
Boston, Mass.

Mahon & Gall
Pratt & Gay Streets
Baltimore, Md.

Johnston & Towers
126 Arch Street
Philadelphia, Pa.

Henry A. Pohl
410 N. E. 13th Street
Miami, Florida

Mr. Charles E. Smith
504 American Bank Bldg.
Los Angeles, Calif.

Richard Froboese Co.
83 Marion Street
Seattle, Washington

Thomson Machine Works
235 - 1st Street
San Francisco, Calif.

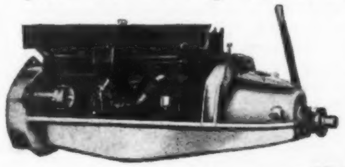
Peden Company
Harrisburg and Houston, Texas

Higgins Industries, Inc.
539 Carondolet St.
New Orleans, La.

A. M. Deering
1454 Builders Bldg.
Chicago, Illinois

“Phantom” . . . *the World’s Fastest Boat in the 5½ Litre Class . . . is Powered by* GRAY “8”

The Gray “8” is the mightiest, fastest, marine power plant per pound of weight and per dollar of price ever presented. Develops 129 H. P. Under 60″ in length. 5 bearing crankshaft, 2⅝″ diameter. Bore, 3⅜″; stroke, 4½″; 322 cu. in displacement. Weighs 830 lbs. with aluminum base. Price $1115 and up.



GRAY MOTORS

Built by Pioneers—Engineers—Leaders

The skipper hoists the anchor in a quiet harbor

THE CASTAWAYS OF LASQUETI ISLAND

(Continued from page 52)

the sky and the mountains that rise up from the harbor.

We passed few ships that day, no unusual circumstance, for North Pacific waters are almost always lonesome waters. But one of these was interesting, the sturdy old Umatilla Reef lightship, proceeding back to her solitary vigil off the Washington coast after thorough overhauling in Seattle ship yards. We did not envy those who hailed us from her mightly bulwarks.

We rounded Point Wilson as night closed down upon us and, as the straits were moderately calm, decided to continue on to Port Angeles, whose faint light we picked up several hours later. Tired out and happy with our fine progress, we dropped our hook well within the long, sandy spit which protects this excellent harbor and lost no time in turning in for a long, dreamless sleep.

With breakfast over the next morning we ran across the bay to the city, left Lacy Ann in charge of Mr. Fisher, the U. S. Customs Officer for the port, and drove inland to Lake Crescent, where we expected to spend a few days fishing. But the heat was unbearable, the fish wouldn't bite, so two days later found us again aboard Lacy Ann ready to make a quick dash across the strait to Victoria early the next morning before the usual heavy sea made up with the turn of the tide.

By eight o'clock we were anchored in Victoria's busy little harbor and here one of the funniest incidents of the cruise came to pass.

It was Sunday morning, a bright, beautiful day, and shortly after breakfast the girls and Charles decided they would go ashore and join the strolling Britishers who thronged the city's main street, paralleling the harbor at this point. George, still garbed in the working clothes in which he had made the early morning passage, pulled them over to the landing stage in our largest dinghy.

Just as he started to return a young chap evidently on his way to play tennis, accidently dropped a tennis ball over the parapet into the water and, seeing George in the dinghy, and evidently mistaking him for a paid hand off one of the yachts in the harbor, he called:

"Oh, I say, my man, get me the tennis ball, will you?"

"Certainly," replied George, who is an accommodating cuss, and he retrieved the ball and tossed it to the Johnny.

Who thereupon reached into his pocket, drew forth a dime, and offered it to the astonished George. Watching the little comedy from Lacy Ann's cockpit, I was hard put to restrain a whoop of delight.

"Oh, that's all right," said George. "Never mind the dime."

But the young man was insistent, and as George started to pull away from the landing stage he tossed the dime into the bottom of the dinghy. And George, who could have bought and sold the young man a thousand time or more, judging by his appearance, touched his cap politely and in his most gracious manner said:

"Thank you, sir."

If he remembers the incident I am sure that the young man swells with righteousness to this day in the thought that on that sunny Sunday morning he helped with his mite some needy, hard working waterman.

The dime, though, went later to Charles for a lucky piece, though I dare say it did not long stay within the confines of his pocket.

Quaint and attractive as the old city is, Victoria did not claim us long, and we jogged on for two days through the winding channels of the incomparable San Juan islands.

It was on this stage of our cruise that things began to happen. The first day out from Victoria the studs which held our intake and exhaust manifold, (cast in one piece), to the sides of the cylinders, started to pull out and salt water began to spurt in all directions. A leaky gasket, applied during the engine overhaul, let salt water get into the bolt holes and the studs no longer held in the rusting cast iron.

I had always made it a practice to keep on board a coil of heavy wire, however, (almost anything can be fixed temporarily with heavy wire and a soldering iron, I have discovered), and so I laid a stout piece of drift wood along the four cylinders opposite the manifold, bound it with the heavy wire to either end of the manifold on the other side, and then drove wedges between the drift wood and the cylinders. This pulled the manifold tightly into place, and there it remained during the rest of the trip, with never a leak. Not very sightly, I'll admit, but "thorr-oughly ee-fficient," as M'Andrew would have said.

A little thing like this didn't bother us, and we jogged on our devious way among the enchanting islands. And late one afternoon we shot like an arrow over the flooding tide through Dodds Narrows into Nanaimo harbor and ran well over to the far side of the inlet, where the old hook went down with a splash.

The next morning was spent in taking supplies aboard in quantity, for north of Nanaimo, in the waters to which we were going, there were few places where supplies could be purchased in any variety. Late this afternoon we broke out our folding anchor and got under weigh.

I say "broke out" advisedly, for it took uncommonly hard work with the winch to release the hook, and when it appeared above the water one side of the stock was missing, broken off short near the pivot on which it was hinged.

The stock had caught under a rock, and though supposedly made of malleable iron it had snapped off in a way that made me wonder just how malleable it really was. For the remainder of the cruise it did duty with a jury rig, a stick of wood securely lashed along the remaining half of the stock and to the shank, beyond which it extended to take the place of the broken part. Not much on looks, but quite as serviceable as the original.

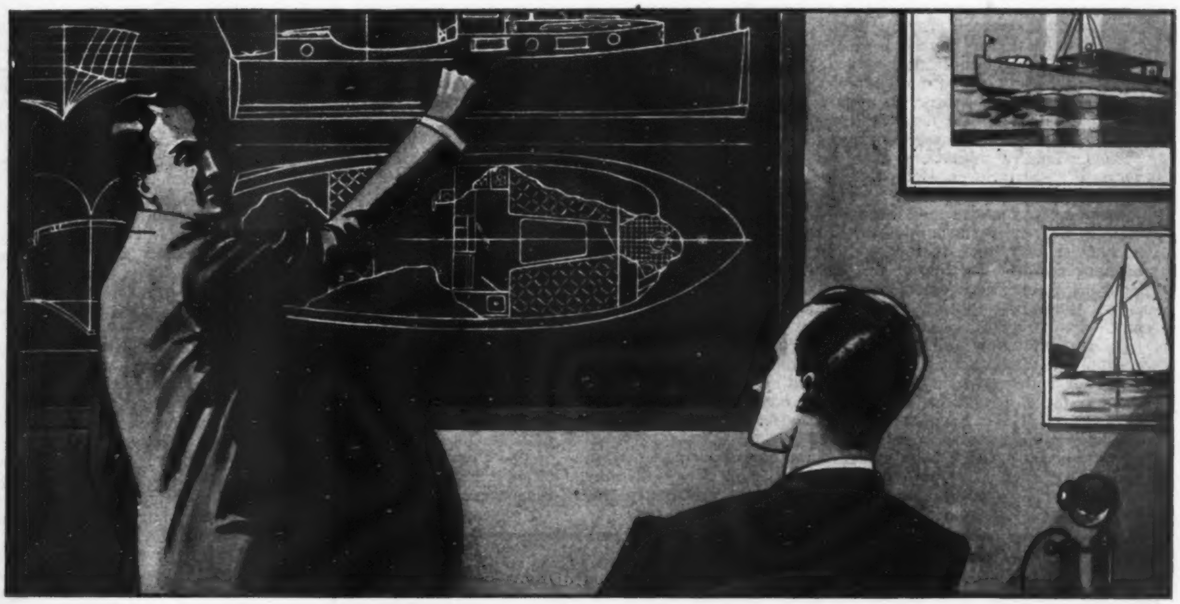
We headed out into Georgia Strait, this afternoon a calm expanse of oil sea whose long and glassy swells indolently heaved our little ship about like a baby's cradle, till all aboard were fairly overcome with an insistent drowsiness. And then—

> ". . . in that most lovely hour
> When the light gentles, and the wind is soft."

we glided through the narrow entrance to Nanoose harbor, swung the lead till safe anchorage was found, and, in that silence and pause which always follows the motor's stopping after a long run, we looked about us and once again realized that we were alone with the woods and the rocks and the sea. Nanoose enfolded us with its primitive quiet, its unspoiled beauty, and its utter peacefulness.

(Continued on page 104)

Specified for 1931



Recent developments again prove the leadership of W-C Dependable Fittings

Again leading standardized boat builders are specifying W-C Fittings for their new models. Again it denotes the leadership of W-C Marine Hardware in fittings that are up-to-the-minute, in items that harmonize with modern craft and in the continuation of Wilcox-Crittenden's 83-year reputation for dependabilitv and seaworthiness.

Those who have laid up their craft for the winter would do well to keep in touch with boating developments. New features, new improvements are constantly being introduced to the boating public. Many of these new fittings should be on your boat in 1931—fittings that add speed and comfort, that step it ahead in style, that increase your margin of safety.

Be sure to visit the New York Motor Boat Show—an excellent way of keeping up-to-date. And while there, don't forget to drop in at our booth. We will have something of unusual interest to show you that will have a bearing on your 1931 plans.

Est. in 1847

**WILCOX
CRITTENDEN & CO., Inc.**
4 So. Main Street
MIDDLETOWN
CONNECTICUT

WILCOX-CRITTENDEN *Dependable* Marine Hardware

LONG ISLAND SOUND HARBORS

(*Continued from page 63*)

with the staccato notes of a loud orchestra punctuating the dragging moments and the inebriated voices shrieking: "Hail, Hail, Hail the gang's all here" *ad infinitum*.

After a night of disturbed slumber, the crew of Southwind boasted perfectly swabbed decks and chamoised bright work completed at six bells of the Morning Watch.

Breakfast over and all flags flying at eight bells. Mooring lines were dropped and Southwind was under way. We proceeded up the Branford River to the Branford Yacht Club where we sighted the object of our cruise, Seven Bells with her crew frantically working on their gear preparatory to a sail. To which the Skipper facetiously referred repeatedly as Hell's Bells only to be as frequently mildly corrected by the Yale grad: "Seven Bells—It isn't Hell's Bells!"

The mode of mooring at Branford is to tie to Stakes.

We cast anchor in the rapid current close by this trim, black schooner which had negotiated the cruise across the ocean and the start of the return crossing but, due to very rough weather and a new crew, was forced to abandon the westerly trip. She was therefore shipped from England by steamer, and when she arrived in New York in due course of time, the owners learned that the vessel was subject to a duty of fourteen hundred dollars in addition to the current freight rate—as unfortunately she had been built a few years ago in Nova Scotia.

The customary salutations over, invitations were extended to everyone aboard Seven Bells to come over and inspect Southwind which was done from stem to stern. Many were the pleasantries exchanged and a new cruising day was in order when Seven Bells started up her auxiliary power and Southwind under way, took in tow a small sloop which was without auxiliary power. The line of this small vessel was cast off near Branford Reef where sufficient wind was obtained, by tacking several times first to the port then starboard, to send the little craft on her day of sport.

Sunday afternoon found Southwind safely anchored at the Seawanhaka Yacht Club, Oyster Bay, after a delightful return cruise. A truly restful night was enjoyed here and the following morning the Seawanhaka Yacht Club tender, loaded with commuters, carried Mr. Kingsbury jr., to Oyster Bay where he was able to catch a train to New York City.

Southwind proceeded back to her home port mooring in Manhasset Bay with Col. and Mrs. Kingsbury on board Monday morning. The only disagreeable feature of the entire trip was the fact that both the Colonel and his wife looked disgruntled when three blasts of Southwind's horn summoned the Manhasset Bay Yacht Club launch to terminate their week-end cruise.

Long Island Sound offers to the entire metropolitan district of New York the first choice of suitable harbors for week-end cruising. On leaving the East River and sailing to the eastward the first bay is Little Neck which opens out on the starboard immediately after passing Throgs Neck and Willets Point. A shoal area exists to the south of Stepping Stones Light and care must be exercised to keep to the north of this. Manhasset Bay, a favorite stop-over point for cruisers, is also close at hand and should be visited, particularly by those yachtsmen who are cruising through this section for the first time.

Continuing to the eastward, we find on the northerly edge of the sound the prominent yacht building center at City Island with many club anchorages in the vicinity. Along the mainland shore are several harbors at Glen Island and New Rochelle which can be entered safely by the careful navigator. Continuing further to the east will be found the harbors at Larchmont, Mamaroneck and Rye, all of which offer shelter particularly when a gale is blowing out of the north or northeast.

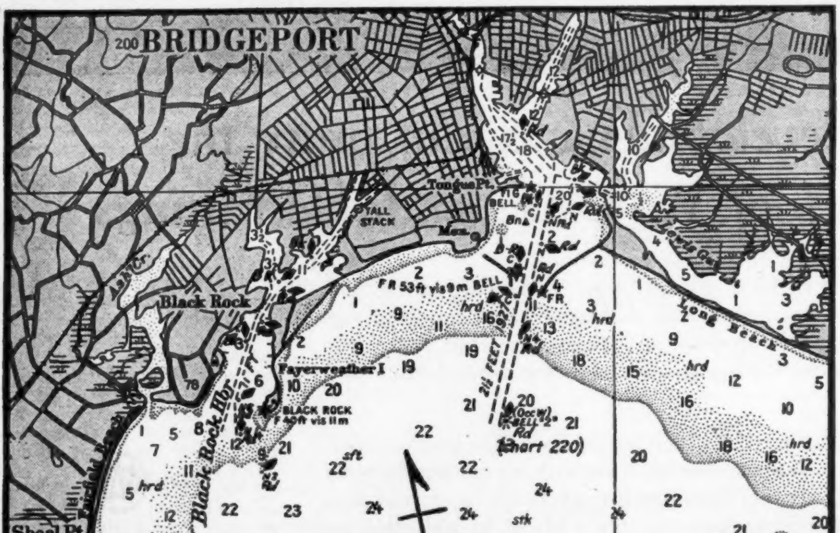
One the Long Island side of the sound will be found Hempstead Harbor only a short distance beyond Manhasset Bay. The villages of Glen Cove and Roslyn are easily accessible from this bay and many large yachts make this their base when laying over in this region.

Still further along will be found the entrance to Oyster Bay which offers shelter within the two harbors which it encloses. The easterly one which is straight ahead after entering is Cold Spring Harbor, while a little southerly turn will lead into Oyster Bay Harbor. Both are much used by yachts and sailing vessels and several large clubs have their anchorages in these waters.

After rounding Lloyd Point, the entrance of Huntington Bay becomes apparent between this and Eaton Point. Again the bay splits into two portions with the westerly arm designated as Lloyd Harbor and the larger, easterly portion as Northport Bay. A dredged channel further leads into Huntington Harbor. Lloyd Harbor is one of the most ideal small boat harbors within reach of the New Yorker. It is almost completely surrounded and offers peace and quiet and the company of other yachtsmen any time a cruiser cares to enter it. Beyond Huntington Bay there are no further harbors on the Long Island side until Port Jefferson is reached which is some fifteen miles further to the eastward.

On the north shore which is quite generally rocky and strewn with boulders, there are also numerous harbors which are pleasant places for the cruiser to spend a night. Beyond Rye there is a harbor at Port Chester, another at Greenwich, the Mianus River which can be entered for a short distance, an excellent cove called Greenwich Cove, and then the several harbors at Stamford, Connecticut. There are in addition a number of islands in the vicinity behind which shelter can be secured under certain conditions of wind should it be necessary. There is further to the east an excellent harbor of South Norwalk and also a river which leads to Westport. Again we have numerous islands which afford shelter although care must be exercised in going in and out among these as there are many rocks and boulders some of which are submerged at high water.

Bridgeport while it has an excellent commercial harbor is not used very much by pleasure craft since the water is badly polluted by the discharge of the many industrial plants which line the shores of the harbor. The pleasure yacht generally goes elsewhere and Black Rock Harbor a short distance to the west offers very much better facilities for the cruiser.



Bridgeport, Connecticut, is an industrial center on the north shore and has two well buoyed harbors at Black Rock and the main harbor

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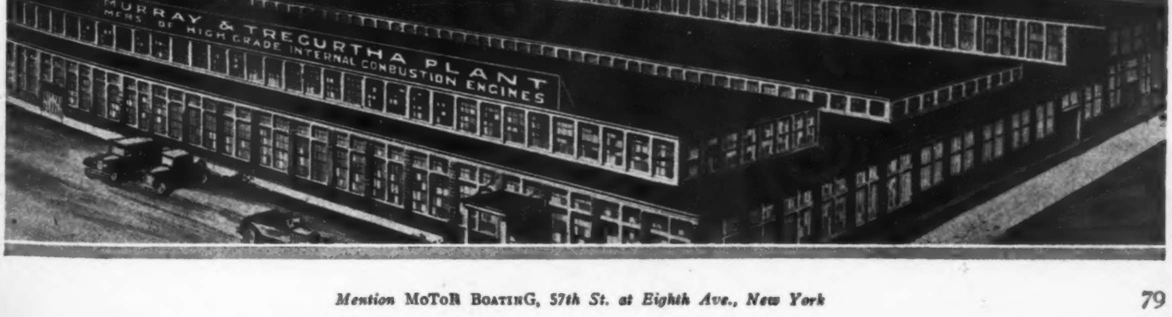
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GREATER RACING ACTIVITY FORECAST BY RACE RULE CHANGES

(*Continued from page* 56)

Up to the present time, the American Power Boat Association rules have not stipulated the distances for which records would be allowed. The owner or driver of a boat making a run for any distance, no matter how long or how short, at a speed in excess of a former speed for the same distance or between the same points, could claim an American record for such a performance. Obviously, if such a practice were followed to the extreme, it might mean an infinite number of records, which would have to be allowed by the Association. Therefore, the meeting corrected this condition by adopting the following:

DISTANCES FOR WHICH RECORDS WILL BE ALLOWED

1. Outboards in accordance with the National Outboard Racing Rules.
2. Gold Cup.
    - a. One lap.
    - b. One heat.
    - c. Total race.
3. Unlimited Class (Harmsworth Trophy Race).
    - a. One lap.
    - b. One heat.
    - c. Total race.
4. All Classes and Divisions.
    - a. 5 miles.
    - b. Mile trials.

The question of official badges came up for discussion and these were standardized by the adoption of the following rules:

COLORS FOR OFFICIAL BADGES

Committee	Colors	Markings
Executive and Finance	Red, White and Blue	Official
Reception and Entertainment	Royal Purple	Official
Transportation	Green	Official
Race Committee	Blue	Race Committee
Publicity	Red	Official
Press	Red and White	Press
Guest	White	Guest
Contestants	Yellow	Contestant

The Racing Commission announced the formal presentation of a perpetual trophy presented to the American Power Boat Association by the Red Bank Yacht Club to be known as the National Sweepstakes Trophy for a race to be held annually at Red Bank, New Jersey, and to be open to boats equipped with one motor only but with no other limitation whatsoever. The Deed of Gift which was adopted by the meeting provides that the total length of the race shall be one, two or three heats of between 12 and 24 miles in length, as the Governing Committee shall determine, and that there shall be no hull restriction as to the length and type of underbody, equipment, etc., except as provided in the American Power Boat Association racing rules.

The meeting also accepted the Duplex Trophy, which is a perpetual trophy presented to the American Power Boat Association by the Enterprise Oil Company, Inc., of Buffalo, New York, for Class F, Division II, drivers. The match for this trophy, according to the Deed of Gift which was approved, shall consist of two heats of not less than four, nor more than six miles each and that only such boats, motors, owners and drivers shall be eligible to compete for this trophy as shall qualify according to the racing rules for Class F, amateur division, stock motors. The contest for this trophy must be held annually during the American Power Boat Association Outboard Championship Regatta.

The New England Outboard Motor Boat Association presented to the American Power Boat Association a perpetual trophy for Class D, Division II, to be competed for only during the American Power Boat Association Outboard Championship Regatta. The New England Outboard Trophy was duly accepted by the annual meeting and the Deed of Gift which was presented by the Racing Commission was approved.

Due to the fact that the Detroit News International Trophy for the 5½ liter class was won last September at Detroit by Hubert Scott-Paine of Southampton, England, it was necessary to change the rules and Deed of Gift governing competition for this trophy so as to provide a race for same in England next year. A definite schedule for the location of the race in 1931, 1932, 1933 and 1934 was adopted, so that next year's competition will be in England, the year following at some point in North America, in 1933 in England or Europe and in 1934 in North America. The revised rules for the Detroit News International Trophy follow:

THE DETROIT NEWS INTERNATIONAL TROPHY
For the 5½ Liter Class

1. The rules governing competition for this trophy shall be the same as for the 5½ liter class published in the A. P. B. A. year book with the following exceptions and additions.

2. The trophy shall be for International competition.

3. Races for this trophy shall be held as follows:

1931 In England.
1932 In North America.
1933 In England or Europe.
1934 In North America.

4. Boats representing any country shall have the right to challenge and race for this trophy provided the terms governing competition for this trophy are complied with.

5. No country shall be represented by more than three boats.

6. When the competition for this trophy is held in North America, it shall be governed and supervised as provided in Article III of the Deed of Gift, governing the American Power Boat Association trophies (see page 94 of the 1930 A. P. B. A. year book).

7. When the competition for this trophy is held in England it shall be governed and supervised by (this data to be supplied by Mr. H. Scott-Paine, the present holder of the trophy).

8. The method of selecting the boats to comprise the teams of three boats (paragraph 5) to represent the different nations shall be determined as follows:

North America—By the A. P. B. A. Racing Commission.
England—Data to be supplied by Mr. H. Scott-Paine.
Other Countries—By a committee appointed by the National Authority of the particular country.

9. The trophy shall be presented to and held (until one month previous to the next race) by the owner of the winning boat.

10. The winner of the match or series of races shall be determined by the point system of scoring (A. P. B. A. Rule XXVIII). The individual competing boats shall receive points and that boat which receives the greatest number of points for the three heats shall be declared the winner. (Note: Scoring will not be by countries.)

With the changing of the rules governing the Detroit News International Trophy for international competition as mentioned above, and in order to provide American competition in the 5½ liter class, it was voted desirable to transfer the Greening-Duff Trophy, which was formerly for the 335 cubic inch class and which is now held by Aaron deRoy, of Detroit, but has not been raced for a number of years, to the new 5½ liter class. Therefore, such a change was approved and the following rules adopted:

AMERICAN POWER BOAT ASSOCIATION CHALLENGE CUP
For the 5½ Liter Class

1. The match shall consist of three heats of between 15 and 20 statute miles (each) in length, to be held on 1, 2 or 3 days as the Local Race Committee shall specify.

2. Course shall be laid in reasonably protected waters not less than eight feet in depth and as free from turns as practicable, but the finish shall be at the starting line. Each lap or round of the course shall not be less than two statute miles and shall be subject to approval of Contest Board.

3. The start shall be a flying start with a preparatory signal to be given five minutes before starting time. The time by seconds, one minute before the starting time, shall be shown to the contestants by means of a large clock dial mounted near the starting line. The finish of each heat will be nine minutes after the first boat crosses the finishing line. No boat will be allowed to start later than five minutes after the starting gun in any heat. Boats failing to finish before the end of each heat shall receive no points.

4. The winner of the match shall be determined by the point system whereby each boat starting and finishing a race of a match will receive as many points as is indicated in American Power Boat Association Rule XXVIII.

5. A boat to be eligible to compete shall be the bona fide property of one or more members in good standing of the club it represents.

6. Competing boats shall be powered with one of the following motors:

Chrysler	6 cylinder	3⅝x5	309.6 cubic inch
Gray	8 cylinder	3⅜x4½	322.2 cubic inch
Scripps	6 cylinder	3¾x5	331.2 cubic inch
Lycoming	8 cylinder	3⅜x4½	322.2 cubic inch
Lodge	8 cylinder	3½x4⅜	336.72 cubic inch

Motors shall be stock in every particular, with the exception that changes of carbureter, piston rings, spark plugs, spark and throttle controls and self starters will be permitted.

7. Boats competing in this class shall have a waterline length of not less than 20 feet in racing trim. There shall be no other restrictions as to the hull.

8. No postponements from the advertised time of the start of the race shall be allowed for any cause except in the interest of the safety of the public or the contestants.

(*Continued on page* 130)

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YOU DO THE HOLLERIN'

(*Continued from page 28*)

George subsides, and I feel a little sorry for him. It is easy to feel sorry for somebody else's suppressed husband. People who are born to holler, I find myself thinking sympathetically, should be allowed to holler. I have, for instance, a nephew of ten—with freckles—who is a born hollerer. "Look here!" he shouts, careening about the Yacht Club basin in his sneak box, "Look here, you on the dock! Watch me gybe her over. Here she goes. Whoopee!" - - - When he takes me on one of his perilous sails he is not content with Ready about. "Ready about!" he shrieks. "Aunt Kit, hard a lee!"

Nevertheless, I know what George meant when he called it a mirage afternoon. On an easterly breeze when the sun is bright (dry easters, we call them) our Bay puts on her loveliest dress. As the sun goes lower—nearly September, it is now—toward Barnegat the upper bay turns to dark blue, to purple; the shore line lifts from the water, and the houses—the grotesque, angular cottages of South Jersey, the water tanks and towers, become pink enchanted castles swimming in a haze of opaque loveliness. You lie on deck, your chin on your arms, dreaming—

"What do you do, Cal," cuts in a plaintive adolescent voice, rising over the roar of Sal's motor in the Yacht Club tender, "what do you do with a Ford when you put her in high and nothing happens and you put her in second and nothing happens - - -?"

"Give her away!" shrieks a voice from the next mooring, and we are home again.

I confess, however, to a love of hollerin', when I can do it myself. Like the freckled nephew, with my hand on the tiller I thrill to my own voice announcing to female friends, "Ready about!" Anyone who has grown up as youngest of a family of brother skippers will gloat over a real opportunity to roar. As for my own Captain, we evolved, in some ten thousand miles of cruising, a system that needs no hollerin'. Only once, last summer, did he indulge, and that time I deserved it.

We took the ancient catboat—a family heritage eighteen feet long known as the Skiff, down to the Inlet the day after a fierce northeaster. The wind was southwest, and tricky, the tide racing out. (Yes, yes, of course we should have known better). We sailed up and down across the mouth of the Inlet, watching the foaming rollers on the Bar, listening to the pound and suck of heavy water across the Point. So absorbed was I in exclaiming over the tide race, whirling in pools like the rapids of a river, that I did not notice my Captain's growing silence, nor the dropping of the wind.

"Oooh!" I cried like any imbecile, "See that whirlpool? I never saw such a tide in my life. Look at it. Look at it!"

"- - -!" said my Captain. "Can't you think of something better to do than squeal?"

I looked up. The wind was no more than a sigh, the Point was almost on us, and beyond the Point the black and white buoy disappeared behind mountains of foam.

"Let's anchor," I said in a very small voice. "Let's anchor till the tide turns."

The Captain's lip curled, "Never heard that before from you," he said.

I did not argue. I did not talk at all, but sat still and held on the way you do in the car when the dial points to sixty. Of course, a puff came, and another puff, and after an hour we were safely in.

"Was I wrong not to anchor?" the Captain asked.

"Yes," I said. "Silly schoolboy trick! It was fifty to one we'd be swept out."

The Captain nodded, puffing on his pipe. "But aren't you glad I didn't?"

"Yes," I say again - - -

Next day toward sundown, off Bonds Cave we sneaked up on three heron. This is not a nature magazine, nor am I a nature faker, nevertheless, there stood my three heron, solemn, motionless against the rich glow of the yellowing autumnal marsh grass, stood without twisting their long necks until we had crept to within fifteen feet of them. They sprang heavily then into the air and flapped slowly southward, clumsy after the swift flight of the gulls.

It was low water when we turned into our absurd channel, and as usual on a Saturday afternoon a strange cruiser was hard aground at the turn below the last red can, a handsome gasoline cruiser, this time, from New York.

"Sorry we hadn't a better welcome for you," I called as we sailed by under her bows. "Oh, that's all right," returned the owner with an affable wave of the hand.

I looked dubiously at my Captain. "Was I too fresh?" I asked.

But really, when one gets to be an Oldest Inhabitant, and

(*Continued on page 84*)

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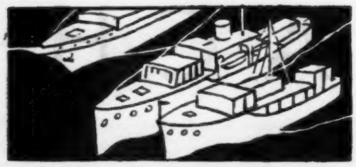

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YOU DO THE HOLLERIN'

(*Continued from page* 82)

knows that Alberta, so trim in her new paint and gold lettering, is nothing more than old Dan L (how these boats do change their sex!)—and remembers Peggy III before they stripped her for engine room—one has a right to be fresh. So secure are the Captain and I in our South Jersey heritage that we can smile, tacking up the Channel comfortably reefed after a not too arduous sail in a heavy blow—we can even smile when the youngsters, flashing past on one ear—sea-sled, sidewalk, skimming dish—grin derisively and say, "Gosh! Two reefs on a day like this!"

They are coldly, saltily wet and we are cosily dry. The old and the sober, I remark to my Captain. We have joined the ranks of parent skippers, those who brag of the exploits of their offspring. Only that morning I had heard them on the dock. "My Bill came in second in the Exchange race. He'd have been first, he said, only he took a leetle too long a tack at the barrel." And the voice of my sister—"I should never have let Cecilia race her Perrine on the tail end of a northeaster. Poor child, she filled right up and sank."

"What!" says an inland visitor.

The old and the sober—But a moment later, I am not so sure. Running before the wind, as we approach the dock we come upon our niece Cecilia, fourteen, rowing three cropped and trousered cronies in from her mooring. I am in the bow, painter in hand, the Captain at the tiller, our skipperette, aged six, supposedly in the cockpit with her head well out of the way. I watch the dock, wondering why the Captain steers such a crazy course. The lunatic, he will run into Cecilia! As Cecilia rises in consternation I whip around to warn the Captain, and as we round up I am just in time to push the skipperette, who has come forward to investigate—into safety.

I gasp. We all gasp.

"It's your business to look after the child," says the Captain, rather too quickly.

"Thought you were old enough not to do things like that," I retort. "Pretending to run into people!" This time there is an edge to my voice. I don't like risks taken with the skipperette.

We look at each other. We look at the skipperette, safe and shamefaced in the cockpit. We sigh.

"My error," says the Captain. His voice runs humbly downhill. "After this, Kate," he says, "*you* do the hollerin'!"

By Catherine Drinker Bowen.

BAM, A UNIQUE 26-FOOTER

(*Continued from page* 59)

will extend in very different directions. If you want just use blue pencil for the plan view. And black for the profile. After the lines are all completed draw in the body plan. It is from this that the frames will be made. I have said many times before that no one can build a boat and do a good job without first laying down the lines as outlined above.

We have had a lot of requests for the plans of a plain ordinary skiff that can be used for rowing or with a small outboard motor. Shortly I shall have ready a nice big boat that the family can use and which can be built easily and from the plainest kinds of materials. Length and breadth will be approximately 15 feet by 4 feet 4 inches and with a lot of freeboard.

Next month also I shall take up the building of Bam, accompanying the article with sketches showing the more important parts of the construction. In the meantime, you should write the Editor, MoToR BoatinG, 959 Eighth Avenue, New York, N. Y., asking for a circular giving a list of all the designs that have been published in MoToR BoatinG for the last 10 years or so. There are some fine little boats in this list. Prices of complete sets of blueprints are very moderate, too.

BOSCH COMPANIES MERGE

At a recent meeting of the Board of Directors of the American Bosch Magneto Corporation, one of the final steps in the consummation of a merger of substantial interests in the automotive equipment industry was taken, when all details of the proposed joining of the Robert Bosch Magneto Company with the American Bosch Magneto Corporation, were ratified. Full plans for the merger are to be presented to the stockholders at a special meeting. A part of the plan contemplates changing the name of the company from American Bosch Magneto Corporation to the United American Bosch Corporation, eliminating the word Magneto from the corporate title on account of the broadened activities of the company.

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THE THOMAS LAUGHLIN CO.
144 FORE STREET PORTLAND, ME.

BLUE SKIES OF BISCAYNE BAY

(*Continued from page* 35)

sun and a lifelessness of the atmosphere. The sea appeared to be indifferent—merely quiet because of its indifference. It struck my imagination that our little island seemed to have shortened sail as it were, and lay waiting in the disquieting calm. Without apparent motion the sky was changing rapidly, for the sun's light took on a greenish-yellow cast and objects no longer cast a shadow. Visibility in the northern semicircle was low, but to the southward the world seemed brightly illuminated and untroubled. "Thunder squall; and just about focused on Ragged Key," were my thoughts as I hastened back to the boat.

To me a bathing suit is the hottest and most uncomfortable garment, once I get hot, and I was certain that when I swung aboard and informed Anne that we'd better remain in the basin until after the squall, which was now obviously near and coming fast. Slipping below I changed to white ducks and shirt while Anne commenced to clear the cockpit of cushions and loose gear. There appeared to be a less dilapidated section of the bulkheading over on the north side of the basin so we got underway and tied up to it with our bow to the entrance. It took but a short time to rig fenders and run lines to my satisfaction but by the time it was done the sky was dark and occasional thunder rolled. In the southern sky still scintillated a bit of blue, which was wiped out in an instant. It was unbelievable, the rapidity with which the sky blackened.

With the boat secure we waited almost spellbound at the drama of the sea and sky. It grew almost as dark as night. Then came the first draught of air. Thunder was almost continuous but not crashing in its detonation. Lightning flashed pretty much all around in the vastness of the black dome seeming not so remote as its thunder. Perhaps it was very high up.

The first cool puff of wind came from the northward. As we watched, it shifted to the northeast and with the shift came the rain: It came horizontally too. All sight was obliterated in a wild tempest of rain and spray. The Cruisette surged violently within the scope of her lines and at times seemed like to be lifted out of the water.

With the first rain we had scuttled below to await the storm's passing. Secure in the knowledge we were well tied up, our only anxiety lay in the possibility of trees, or parts thereof, being blown aboard. However, nothing so untoward happened. For about a quarter of an hour there was little change. Our ears would register rapid fluctuations of air pressure in the cabin, concussions of the little tempest. All the while the play of lightning and roll of thunder was ceaseless. Only twice, however, did the lightning strike close. Then the wind backed to northwest and moderated rapidly. It got very cool.

The clearing was not as rapid as might be expected although within the hour the wind fell and the rain became just a steady patter of large drops. We decided we would be comfortable for the night where we were, trusting to the wind to keep mosquitoes away and the temperature moderate. So we prepared supper and set up the table inside, the cockpit being just about flooded out. About all I remember of this meal is that it was preceeded by a cocktail. We tuned in on a good radio programme and lingered long over our demi-tasse. We read ourselves to sleep that night.

Shortly after midnight I had a look on deck. It was clear and moonlight with a light air still from the northwest. I lit a cigarette and sat on the edge of the wet transom. A mosquito buzzed in my ear, while another drilled my arm. That cigarette went by the board and I sought shelter behind the cabin screens without waiting for the advance scouts to notify the buzzing legions of my presence. Before turning in again I gave the screens a good spraying with the flit gun.

Sunday dawned with a purity that was a guarantee of a perfect day. Without waiting for Anne to disturb herself I started the motor and steamed out to our anchorage. Had my swim. Dried down the boat with swab and chamois and set the cockpit in order. By the time Anne was up mess gear was spread for breakfast, coffee made, and the bacon and eggs ready for her deft fingers to prepare. We were down to evaporated milk by this time and the bread was just about right for the best toast. We were both a little late, this August Sunday morn in the tropics, and two bells struck before Anne put two icy glasses of orange juice on the table. Our flags were just beginning to flutter in the first of the southeast breeze. I took an end of the stern line forward and secured it to our cable, then veered until the stern line took up and we rode to a bridle, broadside to the breeze. This simple maneuver put the air full in the cabin windows and into the cockpit.

While the breakfast gear was being stowed and the cabin work done, I sponged out the bilge for a clean bilge, sweet and dry, is one of my delights. Then we set about to fulfill the solemn pledge that the top sides would be scrubbed, taking advantage

(*Continued on page* 88)

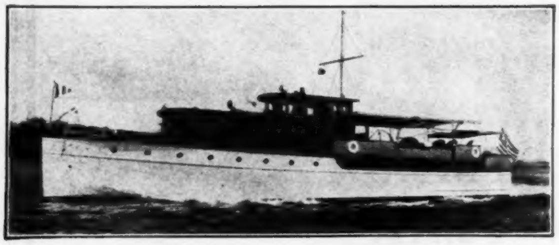
MERRY CHRISTMAS *and a* HAPPY NEW YEAR

It is with a feeling of deep appreciation that we extend to boat builders, jobbers, dealers, owners, everywhere, the Season's Greetings and with them our thanks for their wholehearted co-operation and support, which have made possible a successful and prosperous year now drawing to a close.

The years that are to come hold rich promise for us all and as we stand upon the threshold of 1931 we pledge to strive continually to merit your every confidence.

KAINER & COMPANY
CHICAGO

761-771 Mather Street
Chicago, Illinois



What Are Your Plans for Next Summer?

How About a Custom-Built Yacht?

Our Custom-Built Department, which has been an integral part of our organization for over thirty years, is thoroughly prepared and adequately equipped to submit plans, designs and specifications covering your personal and individual requirements. Why not make an appointment and let us discuss with you -- no obligation on your part — your yachting problems for the coming summer?

Custom-Built 77-Footer Now Standardized

In the beautiful 77 foot Cruiser, pictured above, is incorporated innumerable refinements and special equipment found only in expensive yachts of much larger dimensions. Originally constructed to individual order, it has created such a sensation that it has been standardized. Staunch, steady and reliable under all conditions, completely fitted and magnificently appointed, it is the last word in yachting comfort and luxury. Visit our Shipyard and see this incomparable Cruiser; examine it at your leisure. Full descriptions, interior and exterior views sent on request.

These Specifications Will Interest You

16-foot Beam
Double-planked Hull
Decks of Teak
Houses of Mahogany
Two Double Staterooms
Two Single Staterooms
Two Bathrooms
Combination Dining and Living Room
Large Deck House
Captain's Stateroom adjoining Pilot House
Galley running full width of boat
Quarters forward for Crew of Four
Frigidaire Ice Machine
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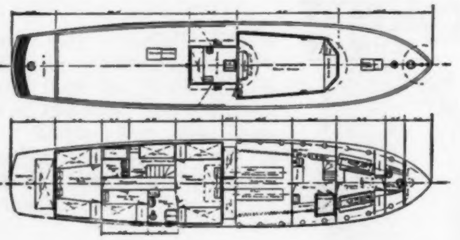
110-volt Electric Generator
Bilge Pump
Electric Windlass
15-foot Tender
12-foot Dinghy
Unusual Appointments and Refinements
Powered with either Gasoline or Diesel Motor



The New York
Yacht, Launch & Engine Co.
Morris Heights, New York City
Phone: SEDgwick 4880

BLUE SKIES OF BISCAYNE BAY

(Continued from page 86)

of a nearby flat where the boat could be anchored in water just floating her.

Getting underway we stood over to the shoal area and dropped the hook in not more than three feet with a bottom smooth and hard. Over we went with scrub rags, brush and a pail with a paste of gold dust, dutch cleanser and water. Standing waist deep it was no job at all to scrub topsides for a full due. It beat working from the dinghy and the water kept us cool. Had we not been pretty well inured to the tropical sun, however, we would have suffered, for sunburned though we were yet that night we were conscious of the exposure between the white side of the hull and his orbular majesty.

When on the home stretch Anne deserted me and sought shelter aboard. I followed shortly after and found a plate of sandwiches and a highball.

During the afternoon we pretty well tired ourselves out with rather strenuous aquatic activities. I think for over an hour we played around in deep water with no more rest than occasionally hanging on the swimming ladder for a few minutes. Certain it was that after we were dressed in fresh white garments there was no more delightful way to spend the latter part of the afternoon than just being plain lazy. The breeze continued fresh with a sweet coolness that I've never experienced elsewhere. We had to drop a curtain against the late sun and in the cool shade amid the cockpit cushions we may even have dozed, an open magazine in our hands.

With the setting of the sun came a fairy world of living color. We watched this spectacle of day giving away to night and never spoke a word. Later, as the rose became purple and the short twilight was on, Anne sighed—the most eloquent expression of felling possible.

Our plans to go ashore, build a fire on the beach and toast marshmallows did not materialize for after our supper of salad, ships biscuits, cheese and iced tea we were willing to call it a day. We did however sit for quite a time in the cockpit enjoying a cigarette and watching the play of light from a nearly full moon. Pacific Reef light flashed and seemed like time itself. Quite obvious it was flashing long before we arrived to be its witness and, I suppose, it will flash on and on long after we are gone; supreme in its indifference to all except some struggling little ship, for whom alone it shines.

Monday morning was different aboard the Cruisette. The galley stove was lit and the kettle placed to heat as usual but the swab and chamois remained stowed. Instead the motor started and the anchor came aboard and our bows swung around until Ragged Key, still sleepy and wet with dew, bore astern. Under easy steam we crept out feeling our way past the shoals. Not a ripple disturbed the water of the bay except a V-shaped undulation with the Cruisette true in its apex.

Anne was routed out a bit earlier than usual to relieve the wheel while I clamped down, chamoised off and flaked down the cable to dry. When breakfast was spread on the engine housing all hands were ready for it. As Cape Florida came abeam I had finished a fourth piece of toast and marmalade and was lighting a pipe to go with my third cup of coffee. Miami glistened in the sun over the blue water ahead.

Shortly after eight bells we were tied up at the Royal Palm docks and looking about as we did at the same hour three days previously—the breeze making merry work for the flags, the water slapping the sides, with a gleam from polished brass and a glint from varnished mahogany.

I left Anne comfortable in the cockpit. She looked mighty pretty there, secure in the shade amid the bright cushions, and I thought I was a mighty lucky gink.

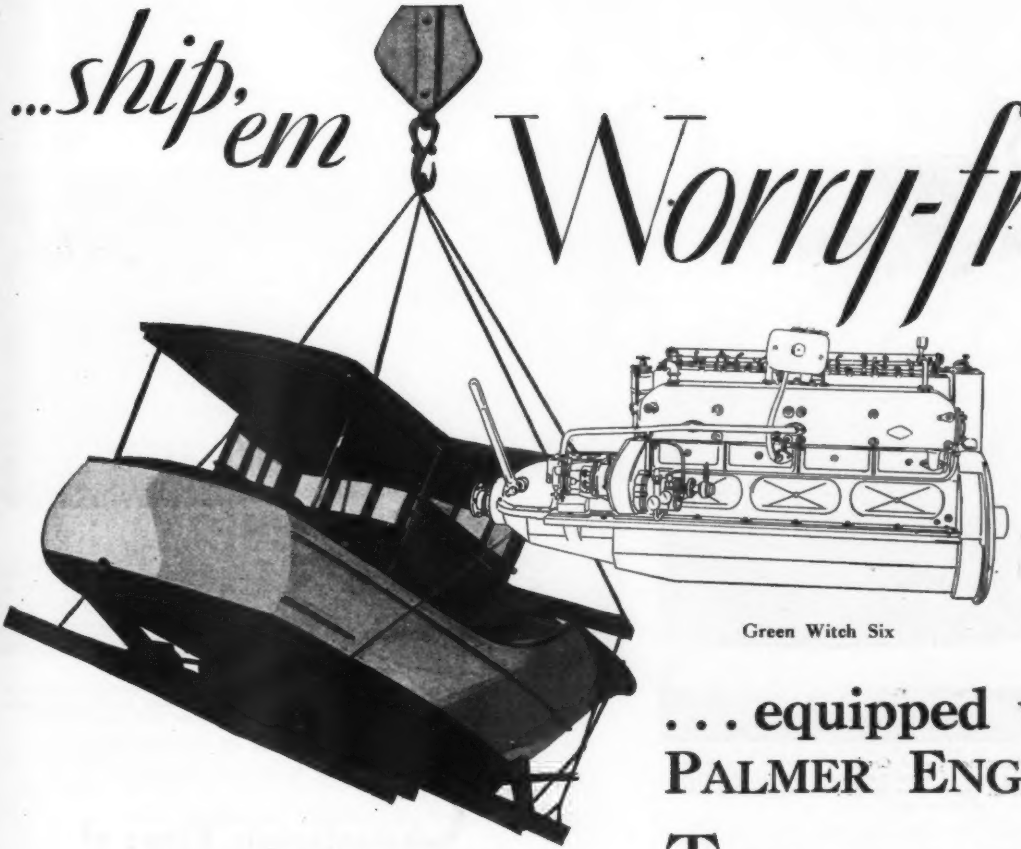
Miami is a city much to my liking, winter or summer. Its unstained buildings and smokeless air are a far cry from other towns I know and after browsing around, even in the hottest weather, it does not seem necessary to be put through the laundry in order to feel comfortable again. It was warm work making my appointed rounds, no doubt about that, but in the process there developed a thirst, the slaking of which, in the cool shade of a little place known to me, made it seem but the means to an end. Moreover she used me well, did Miami, for my little affairs of business seemed to prosper.

When I returned aboard the Cruisette to a belated lunch, taking with me some ice cream for our desert, and talked things over with Anne, we felt pretty good. We agreed to remain where we were until the morrow and get under way for home early.

Small doubt that we two had been leading the quiet life, hidden away in the lair of our choice, when the decision to take in a movie and dine ashore caused us so much excitement. There may even have been times we made ready for the opera with less enthusiasm. Being a poor hand at describing feminine rig I'll

(Continued on page 92)

...ship 'em Worry-free



Green Witch Six

... equipped with PALMER ENGINES

THIS is a message to builders of standardized boats.

If the engine you put in them gives trouble, either your service station or the engine builders must take care of the job. Have you a station everywhere you sell? Has your engine manufacturer?

Palmer Engines are satisfactory power for standardized boats. They just don't give trouble. Over thirty-five years of service have proven this fact. And then, too, Palmer has a distributor near or in every important port.

PALMER BROS. ENGINES, Inc.
Cos Cob, Conn.

The Palmer Line

YT1—1-cylinder	**2 h.p.**
PNR1—1-cylinder	**6 h.p.**
PNR2—2-cylinder	**12 h.p.**
PNR3—3-cylinder	**18 h.p.**
PNR4—4-cylinder	**24 h.p.**
ZR1—1-cylinder	**7 h.p.**
ZR2—2-cylinder	**18 h.p.**
ZR3—3-cylinder	**30 h.p.**
ZR4—4-cylinder	**40 h.p.**
F2—2-cylinder	**18 h.p.**
F3—3-cylinder	**25 h.p.**
F4—4-cylinder	**35 h.p.**
F6—6-cylinder	**50 h.p.**
NK2—2-cylinder	**25 h.p.**
NK3—3-cylinder	**35 h.p.**
NK4—4-cylinder	**50 h.p.**
NK6—6-cylinder	**80 h.p.**
Little Huskie—4-cyl.	**15 h.p.**
Power-Boy Six—6-cyl.	**40 h.p.**
P. A. L.—4-cylinder	**25 h.p.**
Green Witch—6-cyl.	**150 h.p.**

PALMER

DISTRIBUTORS:

Boston, Mass.
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138 Beverly St.

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New York, N. Y.
89 Third Ave. between
12th and 13th Sts.

Baltimore, Md.
514 E. Pratt St.

Philadelphia, Pa.
631 Arch Street

Norfolk, Va.
Gas Engine & Boat Corp.

Miami, Fla.
B. E. Schubert, 1008 North
West 8th St. Road

Jacksonville, Fla.
112 South Ocean St.

Tampa, Fla.
Ft. of Whiting St.

San Francisco, Calif.
Boardman and Flower,
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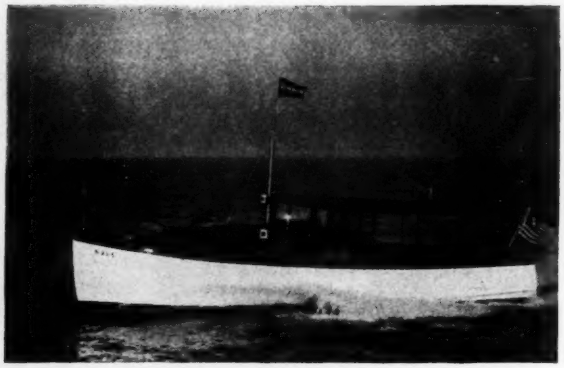
V. M. Dafoe, 1100 Powell St.

Biloxi, Miss.
Kennedy Bros.

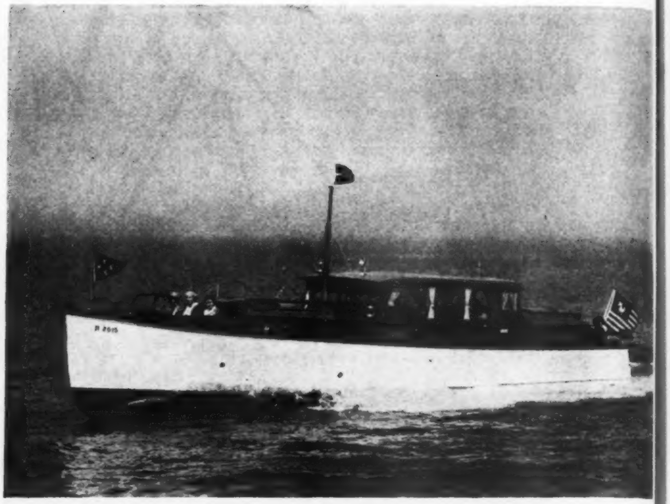
"38" Matthews

MATTHEWS "46"

OUR 40TH YEAR

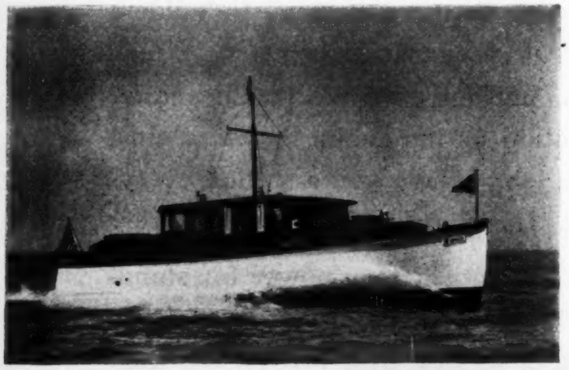


This is the "38" Matthews Sport Cruiser, a great sea boat built for those with a love of adventure and sport. Has full cruising accommodations for four or more and standard speeds of 20 m. p. h.

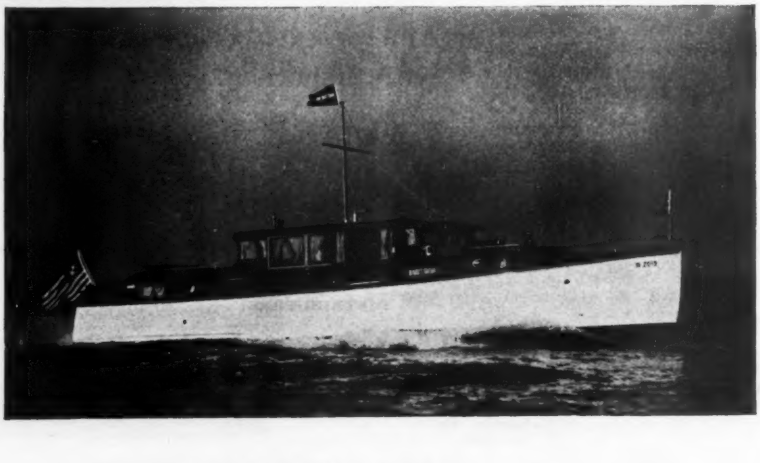


In every yachtsman's mind is a dream ship—swift, beautiful, perfectly appointed. This "46" Matthews De Luxe Yacht with its 20 to 30 mile speeds lacks for nothing in design, husky action and dependability

Characteristic Views of the 40th Anniversary Series of the New MATTHEWS Streamline Cruisers and Cruising Yachts. . . . .



The "38" Double Cabin (Enclosed Bridge) Matthews has set an entirely new tempo in smart cruiser design. Accommodating six or eight it has new speeds of 16 m. p. h. with the Kermath "150"



Queen of the Matthews fleet—the "46" Double Cabin (Enclosed Bridge) Cruiser. It is unequalled for price and quality construction, with standard speeds of 18 m. p. h.

ONLY 40 YEARS OF Building COULD PRODUCE SUCH A MASTERFUL SERIES OF DISTINGUISHED CRUISERS

● Have you seen the New 40th Anniversary Series of Matthews Cruisers for 1931? Don't miss! They hold a real promise of interest in their brand-new lines, new appointments and stirring appeal. They are still Matthews Cruisers in ruggedness and husky strength, but their outward lines now present the irresistible allure of crisp modernity. They have become the dernier cri in smart cruiser design. Once you have inspected these new models you will agree with us—only forty years of building could produce such a masterful series of distinguished cruisers.

They are not only far more beautiful in appearance, but the most searching tests reveal a type of performance exceeding every expectation for speed, buoyancy and impressive performance. They handle beautifully in any sea. They have marked stability in very rough water—are free from pitching or pounding. Their new underbottom design, new streamline contours and added power have greatly increased their speeds and efficiency. Deck and cabin areas are much more spacious—and smartly modern. New equipment and deft appointments make for your complete cruising comfort afloat.

But see them for yourself. This New Matthews Series represents the greatest dollar-for-dollar cruiser value ever offered the American Yachtsman. A choice of ten handsome models and twenty-four distinguished interior arrangements. Delivery dates, prices and descriptive data on request. Command the economies of a Matthews!

THE MATTHEWS COMPANY

304 BAY SIDE - - - PORT CLINTON, OHIO

DESIGNERS AND BUILDERS OF BOATS OF DISTINCTION . . SINCE 1890

SALES AND SERVICE—Bruns, Kimball & Co., Cor. 5th Ave. and 15th St., New York City; The Barret Co., 112 Second St., Louisville; Belle Isle Boat & Engine Co., 8777 E. Jefferson Ave., Detroit; Boardman & Flower, 1740 Van Ness Ave., San Francisco; Floodgate Motor Boat Sales Agency, 14th and Water Streets, Washington, D. C.; Wm. V. Masson, 1619 Baltimore Trust Bldg., Baltimore; Mississippi Valley Yacht Sales, Times Bldg., Alton, Ill.; Walter H. Moreton Corporation, 1043 Commonwealth Avenue, Boston; Sampson Electric Co., 3201 South Michigan Avenue, Chicago; R. Sealy, Commerce Building, Galveston; Robert V. Staats, 675 South Park View, Los Angeles.

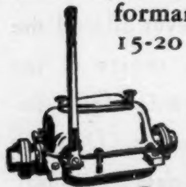
SAGITTARIUS
DECEMBER

In December—or
Any Other Month

The Quality of Paragon is the Policy of Paragon

PARAGON employees are a unit in pride of workmanship. 12% have been making Paragon Gears since 1907 and 75% have been Paragon employees for ten years or more.

The reputation of Paragon High Speed Reverse Gears is further backed by continued, successful performance in boats after 10-15-20 years of hard usage.



Engine manufacturers and boat owners buy for quality and added service.

The "90" Line
PARAGON
Ball Bearing Equipped
100% Oil-Tight Enclosed Models
Also three models of Enclosed Reverse Gears with built-in Reduction Gears.
Send for Bulletin 1 PR.

PARAGON GEAR WORKS
611 Cushman Street, Taunton, Mass.

BLUE SKIES OF BISCAYNE BAY

(*Continued from page* 88)

not risk a portrayal of my Lady's get-up, lest she should read it and find it inaccurate. Anyway it was a pretty dress and simple (that ought to be safe) and, without troubling about shades, the color scheme was green and buff, with parasol, hat, stockings, and shoes to suit. I affected nothing more than my usual stiffly starched whites but was not allowed to wear my pith helmet, which was a pity and nearly wrecked the day.

When we returned aboard about ten-thirty that evening it was to find the bay rejoicing under a big, clear moon and a spanking southeast breeze. We sat down in the cockpit, smoked our customary cigarette and declared it no night to waste in sleep. So, after talking a while, we cast off and got underway.

Backing out of the basin our stern smashed into the little silver waves unloosing a glitter of spray. The quick water from our propeller, as we went ahead, eddied and swirled and spread out against the little seas in a self important, and quite effective, manner. As we steamed slowly past the park its palms stood out darkly against the electric background. Past the City Docks, past the steamboat wharves, then to starboard with an easy helm and eastward alongside the causeway. Anne, ducking below, changed to a sweater and skirt rig and secured the galley for sea.

Soon we began to rise and fall to an undulation quite apart from the merry chop of the channel. With a swift tidal current under us we were, almost before we knew it, wallowing in a short and violent seaway between the jetties. Our decks streamed with water and now and then a sheet of spray would spring high at our bow and, caught by the wind, blow aft in a deluge. Thanks to a good windshield ourselves and our joy were kept undampened. Soon we were clear of the tideway and riding easily on a beautiful ocean. When well clear of the jetting, lying black and low in the moonlight, we hauled northward, bringing the wind and sea over our quarter. While slowly changing course we rolled a bit, then settled down to scarcely more than an occasional yaw as a larger one would roll up under our quarter and break in a bead of foam.

Never were we less in a hurry. Gladly would we have stopped time in its track. . . . But all too soon the moon was bearing to port and, slowly though the screw revolved, a flash from a buoy ahead marked the end of our course.

Just when Anne fell asleep I do not know. She was curled up on the engine housing most of the way but had, now and then, spoken a word or two. After smoking a couple of pipes in silence I announced the first flash from our buoy, to discover her, my helpmate, fast asleep. When I, with difficulty, awakened her and we had stood through a turbulent inlet, up our black, sliding river, and were peacefully tied up at our home mooring.

It would seem well to end this yarn at the first opportunity, far better not to have begun it at all, but the bitter-end is not yet, for Anne, after snapping out of her doze, set about making cocoa while I, diligently in the middle of the mid watch, washed off the salt with a hose at the dock side. Cocoa whipped up with marshmallow and a slice of stale cake, and we called it a day.

Next morning I awoke with the immediate knowledge that our cruise was over and that I'd overslept, but as I swabbed down the deck, after the usual preliminary routine, thoughts of another started to ferment. This employment was interrupted by Anne, fresh as you please and full of orders, sending me for bread and a dozen eggs.

In no hurry to leave the boat we dragged out breakfast to a disgraceful length. Then cleaned up with particular care and stowed away gear.

With a last look around we turned the key in the cabin door and hoisted ourselves to the dock. Then another look—

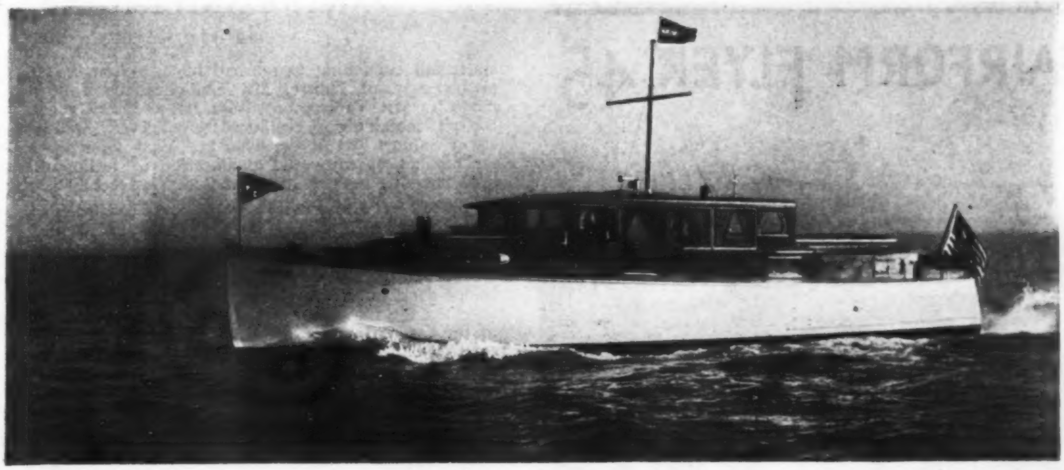
"Say, that line isn't coiled down so smartly—you go ahead, Anne, I'll catch up with you in a minute."

HISPEED STUFFING BOXES

One of the most important new contributions to improved high speed engine installation is a sturdy, heavy pattern stuffing box, designed for high-speed engines—and named Hispeed to identify them from ordinary stuffing boxes—by the Thomas Loughlin Company of Portland, Maine.

The chamber of the Hispeed Stuffing Box has oil rings which add to the lubricating efficiency of this bearing. Where shoal, muddy waters are prevalent, this bearing can be supplied with a felt ring at a slight additional cost. The chamber may be filled with an ordinary automotive type grease gun, or piped to suit conditions. It has a ⅛-inch pipe tap at the top, and a ¼-inch pipe tap at the bottom for cleaning out.

The Hispeed Stuffing Box is designed principally for use inside, but can be applied and lubricated when used outside on certain types of boats. It is made in all sizes, one inch and larger. Any additional information will be gladly sent by addressing the company—also advice regarding the other fittings on your boat.

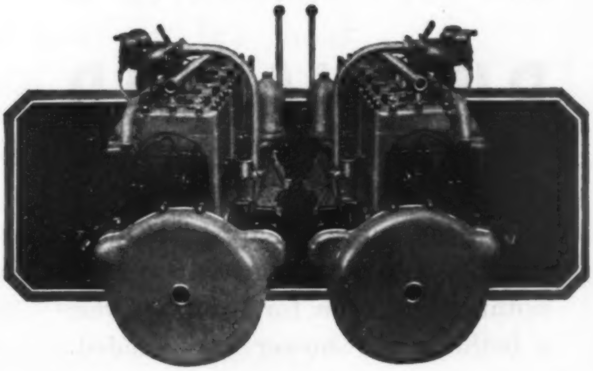


MATTHEWS "46"

Double Cabin (Enclosed Bridge) Cruiser

SCRIPPS POWERED

"The yachtsman who requires a trim ship, that answers every cruising emergency and fits his own ideals of cruising competence, will find incorporated in a Matthews "46" a degree of comfort to match his every whim, provide all the deftness of the social graces and the glorious freedom of unfettered water travel."



NEVER was leadership in the development of high grade marine engines more brilliantly expressed than in the acceptance of SCRIPPS Twins Models 162—163, 150 H. P. each, which give a speed of 22 M. P. H. to the 40th anniversary series Matthews "46" de luxe sport cruisers. They incorporate all those sound engineering principles evolved from years of experience in the manufacture of previous successful models, to which has been added advancements and refinements suggested by modern requirements.

SCRIPPS Twins are available in five distinct power ratings, 100 and 125 H. P., 150—175—200 H. P. each.

SCRIPPS marine power plants, 15 to 400 H. P. high speed and medium duty, provide efficient power for boats 18 to 90 feet.

SCRIPPS MOTOR COMPANY, 5819 LINCOLN AVENUE, DETROIT, MICH.

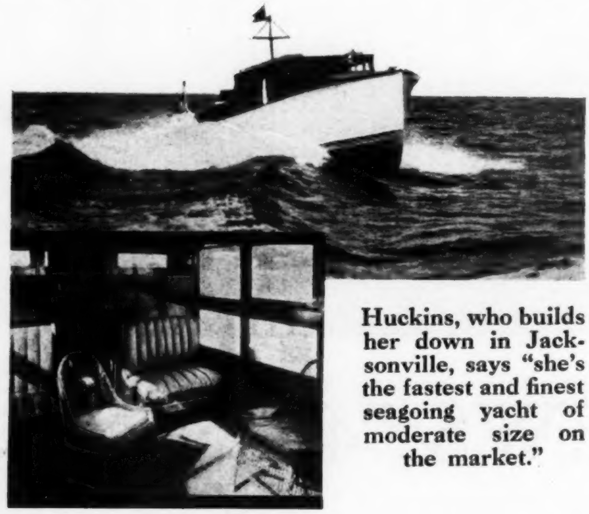
SCRIPPS

· THE MOTOR THAT CROSSED THE ATLANTIC ·

The wide acceptance of SCRIPPS motors by so many prominent builders of standardized craft who offer them as standard or optional equipment is significant of SCRIPPS unfailing dependability.

A. C. F.*
BANFIELD
CHRIS-CRAFT*
CORSAIR "36"
DART*
DITCHBURN*
GAR WOOD "40"
HACKERCRAFT*
KING SEA-SKIFFS
LUDDCO DREAM BOATS*
MATTHEWS*
MINETT-SHIELDS
ROBINSON SEA GULL
SEA LYON "40"*
STEPHENS
STAPLES-JOHNSON*
SUNBEAM "46"
WHEELER "PLAYMATES"*
Foreign
BRITISH POWER BOATS
OSBORNE-CRAFT—*England*
CLAUS CRAFT—*Germany*
CHANTIERS NAVAL
EXCELSIOR
DESPUJOLS—*France*
ORTHOLAN—*Argentina*
HUBLAND—*Bermuda*
*Optional

FAIRFORM FLYER 45



Huckins, who builds her down in Jacksonville, says "she's the fastest and finest seagoing yacht of moderate size on the market."

and she's upholstered in

RUSSIALOID

This 45 foot yacht, with 450 H.P. and a top speed of 26 M.P.H., is a luxuriously fitted boat in which nothing has been forgotten. Even a bathtub and shower are included.

Naturally, in such a de luxe craft the finest upholstery materials were chosen. Russialoid is used exclusively in all models because of its beauty, durability, and the ease of keeping it spic and span.

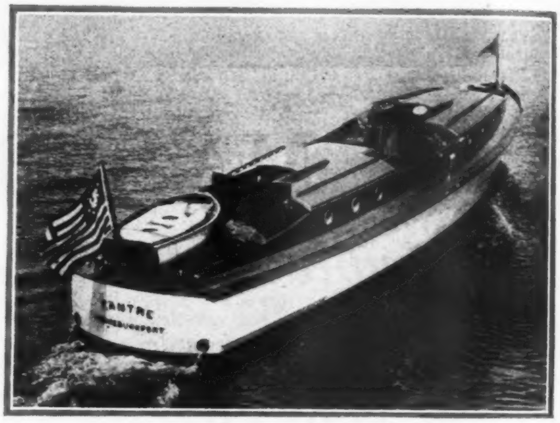
When re-upholstering your boat, specify Russialoid for all exposed upholstery and trim.

THE PANTASOTE COMPANY, Inc.
250 Park Avenue
New York, N. Y.

ZANTRE AND REGINA

(*Continued from page* 39)

stateroom containing two broad bunks. For the unusual deck arrangement of Zantre, Mr. Clark exactly followed sketches made by Mr. Tarkington. Just aft of Zantre's bow is a deep cockpit containing a cushioned seat where three persons may sit in comfort, out of the wind and away from the vibration of the engines, to enjoy the exhilaration of feeling that graceful, keen bow lift beneath them. Aft of this cockpit is the forward cabin. The bridge deck is between the forward cabin and the engine room. Zantre is a one-man control boat, though her engines may be operated from the engine-room as well as from the bridge deck. Her dashboard is equipped with Reliance tachometers and a Pioneer airplane compass. Unique features of the bridge-deck, an idea evolved by Mr. Tarkington and Mr. Clark, together, are the built-in seats; one, facing aft, set into the roof of the forward cabin on the port side, and two, facing forward, set into either corner of the engine cabin roof.



Zantre's deck and cabin arrangements were worked out between her owner and builder

The roomy engine cabin ventilated by seven port holes and a door, is additionally safeguarded from fire by a CO-Two Fire Extinguisher system. Zantre carries four hundred gallons of gasoline in her tanks. Aft of the engine cabin is a stern cockpit that holds two chairs and an Old Town tender within which is a life-raft. This light, sturdy tender is not slung high upon davits; it does not protrude, but rests on supports on the deck of the cockpit, and thus preserves intact the low sweep of Zantre's lines. Zantre's keel and frame are white oak, the planking is of cedar, and the deck-work and interior of African mahogany.

From a distance, whether resting at her mooring, or, with bow raised, riding high upon wings of spray, Zantre is a perfection of stream-line; and, aboard her, every smallest detail, the graduated sizes of the port holes, the bend of the hooded ventilators, the fine curves of her hull, the exquisite joining of the wood, the slope of her cabins' roofs—all contribute lovingly to this stream-line beauty. No superstructure mars her silhouette. There are no un-nautical corners; everything is rounded, cunningly adapted for slipping through air and water. Zantre is not merely a fleet and powerful machine in which to traverse water; she is a salt water boat—built by a salt water boat builder.

The river harbor of Kennebunkport is a beautiful one, and one dear to the inhabitants of the place, whether they live near it all the year round or only for the summer months. It has a crowded history, too. Once upon a time, great ships were built above the village bridge. Where Clement Clark now builds fleet and shapely motor boats, tall clipper ships once raked the sky with their tapering spars. Once Kennebunkport was a town important in the seafaring industry of New England; many stout ships from Kennebunkport sailed to the Orient and brought back cargoes of tea and silk and ivory and apes and peacocks. Now the only cargoes borne to the wharves near the village bridge are cargoes of fish—or of summer people. There is a sentimental as well as an aesthetic pleasure, therefore, in the sight of the two tall masts of Mr. Tarkington's coaster, Regina. From out at sea, and inland from the village, Regina's masts against the sky suggest an elder day and compel us to feel the beauty, all the more beautiful as it vanishes, of the ships that men of that day knew how to build.

ANNOUNCING!

THE "INVADER"
BY HALL SCOTT
NEW FOR 1931

....A moderately priced 250-300 horsepower engine for fast, economical service; compact, fully equipped for salt water use. This power-plant embodies the high quality and long life distinguishing Hall-Scott engines. Built in true right and left hand for twin installations.

Write for full particulars and prices or visit
one of our factory branches located at

HALL-SCOTT MOTOR CAR COMPANY
Division of American Car and Foundry Motors Company
217 West 57th Street, New York
Berkeley, Calif., Seattle, Wash., Vancouver, B. C.
Los Angeles, Calif., Detroit, Mich.

See the
Hall Scott exhibit
at the New York,
San Francisco,
Seattle & Los Angeles
Boat Shows.

LUDINGTON

turns another buoy!

BRINGS OUT
A NEW LINE FOR 1931
—INCLUDING A CRUISER!

Ludington's victorious outboard racing craft and trim, sturdy, 17-foot inboard runabouts are joined this season by a special cruiser of the newest type—a cruiser that combines speed and comfort at a price you cannot afford to miss!

PROMPT DELIVERY

on the 1931 Ludington Line is guaranteed! Newly acquired and extensive engineering and manufacturing facilities will produce on close schedule.

DEALERS!

PROSPECTIVE BOAT OWNERS!

SEE THIS NEW LINE at the
NATIONAL SHOW

Opening January 16th at the
Grand Central Palace, New York

AND DON'T MISS THE SHOW ISSUE
OF "MOTOR BOATING"

for the complete details of Ludington's completely new 1931 line!

Write for Advance Information

LUDINGTON
BOAT CORPORATION

801 N. Main St.

East Greenwich - Rhode Island

AEGEAN HARBOR ADVENTURES

(Continued from page 72)

anybody, I ordered the line in, weighed, and anchored in the location I had been beguiled away from the day before. A man ashore now spoke to us in English (how gratefully the ears receive understandable words in a foreign country) and said that we would be all right if we let go another anchor. As I took steps to follow his advice he added that the bottom was sharp rock and that we would probably lose one of the anchors if we stayed long.

We now said goodbye to Guillaume and in thanking him for his services I made the mistake of attempting to pay him. There are many people in Greece—and he was one of them—who will put themselves to the greatest inconvenience to be kind to strangers. But in proudly declining my money Guillaume put me at my ease by suggesting that the fisherman be given a few drachmes for his morning's work.

Next on the day's program was the after-lunch ascent of the cliff, and so easily do things come to people who take their time that the arrangements for donkey hire were all made by calling across the water to the man who had advised the second anchor. From nowhere in particular appeared two donkey drivers, who, with the English-speaking native, waited in the shade of the dented buoy until we were ready to go ashore.

As this was our first experience on donkeyback it was something of an event, and in the climb up the 1,200 steps to Thira we were glad to have a parapet between us and the suicidal complexes of the animals. We learned then, and subsequently, that when a donkey comes to a turn off the road overhanging a precipice he always takes the outside edge and pauses contemplatively to look down the abyss before deciding that suicide will be more thrilling from a still higher place. No donkey that I have ever heard of has actually leaped off. But each one dallies with the thought, always to the discomfort of the tenderfoot who rides him.

Our English-speaking native, who turned out to be a German, accompanied us and pointed out the fragments of a huge boulder which, five days before, had broken from the face of the cliff and bounced down the zigzag path, crashing through the parapet each time it struck, and coming to a miraculous stop only a few yards above the roofs of the warehouses at the bottom. Such accidents happened, said the guide, every little while, and nobody had yet been hurt. From the summit we looked down on Hotspur, very small and very frail, and hoped that the rocks would stay put for the day at least.

No wheeled vehicles move on Santorin and in the heat of the afternoon nobody but ourselves footed it up and down the steps and narrow ramps which form the streets of Thira. We made a circuit of the town, finding, to our regret, that its white-washed cleanliness is skin deep and that even its great beauty vanishes on close inspection. But off to the eastward, where the vineyarded slopes sink gradually to the sea, and to the southeastward where the ground climbs to the 1,900-foot eminence of Mt. Elias, there was charm in the landscape.

Feeling that our bones were not sufficiently protected against a further experience with the square, box-framed wooden saddles, we paid off our donkey drivers and trusted to our feet for the descent to the landing place. Information from the guide to the effect that a steamer was expected in port that night made us anxious to return aboard and shift anchorage for the night.

Adherents of the chain cable will be thinking that I could have saved myself a good deal of worry if I had had sense enough not to put my trust in manila. But I shall have to let them stick to their preferences while I cling to mine. I'd rather worry now and then when the bottom happens to be bad than exhaust myself every time I weigh anchor. It was bad enough raising a 35-pounder and a 46-pounder from a depth of ten fathoms with manila lines attached, but at least I didn't have to call for an oxygen tank to revive me after we had got under way. Oxygen tanks, by the way, are rarely seen on small boats, but they should be part of the equipment of all single or double-handers who anchor with chain.

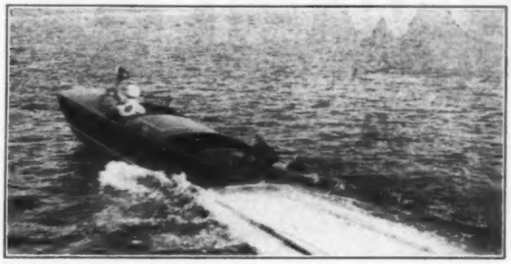
Our afternoon's run was a short one, back to the volcano, but in another cove where, as we approached, we descried whitewash marks at the entrance and concrete bollards in strategic points. Whitewash is a commonplace in Greece, but there is something almost breath-taking in the significance of these daubs on the black lava shores of the cove. They make one think of howling, westerly weather when the anchorage off Thira is untenable and the kaikis moored there beat for shelter in the black refuge of the volcanic isle. How anxiously their crews must search the beetling shores, and with what relief they finally glimpse the faint luminosity of the whitewash against a background of Erebian darkness.

We were spared this anxiety, and our entrance was made easy

(Continued on page 98)

Handsome Is as Handsome Does

This time-honored saying just fits Sea Sled, the craft of a hundred uses . . . . . .



Model 20—finished 2nd in Staten Island Race; Mrs. Gardner driver; outdistanced nearest competitor 53 minutes and was beaten only by faster Sea Sled

WHEN a man believes that a whale is a fish and a boat is something pointed at one end, it is difficult to get him to take time off to consider a Sea Sled.

He may hear in a casual way that they are used by the Coast Guard because of rough water ability; that they have a growing popularity as crash boats; and that they have proved economical and effective for wise commuters; but unless he knows from a practical standpoint just what they can do for him, he is quite likely to go out and impetuously purchase the first thing which displays sufficient chrome nickel and mahogany to dazzle the eyes of his friends.

A delight for young people—Model 16 with outboard motor

Here is a comparison which came up not long ago. A well-to-do man commuted each day to New York on a fine express cruiser. It took him an hour and a quarter to reach the city. The Sea Sled offered him this economy—200 horsepower instead of 600, with a third the gasoline consumption; one man crew instead of four; 45 minutes instead of 75. When he got the figures in front of him he saw the point.

A swift little runabout—Model 17. Same engine which finished first in Staten Island Race

Athletic young women with a talent for outdoor life find that the Sea Sled just meets their desire for "something doing".

Sportsmen, campers and families with children, who put in their best play days along the waterways, get a lasting service and pleasure from the Sea Sled which nothing else can consistently furnish.

The safest craft afloat for youngsters and the most popular for those who know—little Model 13

Sea Sleds can be had all the way from 50 feet down to 13. And speaking of the little ones, here is an extract from a letter received the other day from a man who bought his "13" in 1927, and is now shopping for a bigger model. He writes:

"Lots of times we go for supplies in muddy weather by boat and find the Sled just a little light when it's choppy. A cruiser is safe but it takes too long to make the 12 miles down the shoreline. Of course the 13 outperforms any 20-foot boat I have owned or driven, but still we need all the boat that the law allows in blustery weather on Chesapeake Bay in December."

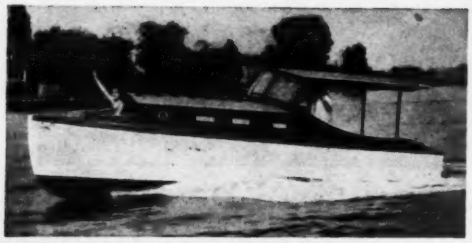
That's a pretty honest showing for a three years' record on a hard driven little craft.

We are revising and adding to our dealers' list for 1931. This is an opportunity for live dealers that may not occur again for years. If interested in handling "the safe line" communicate with us at once.

TRADE-MARK REG. **SEA SLED** U. S. PAT. OFFICE
THE SEA SLED CORPORATION
Sole Licensee under Hickman U. S. Patents
West Mystic, Conn.

SEA SLED
SPEED · · WITH COMFORT AND · · SAFETY

OWENS



CRUISERS

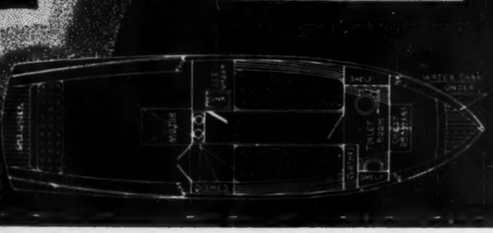
Two Standard Models of 26 and 28 Feet

HERE are two dandy cruisers full of dash, speed and comfort. 18 to 20 miles an hour speed, easy handling, wide cruising radius, complete equipment—all in cruisers of surprisingly beautiful lines. The 28, a trunk cabin cruiser, and the 26, a raised deck cruiser are fast, up to the minute and equipped for every comfort. Berths—galley—toilet—and plenty of privacy. All material is of the best—mahogany over white oak framing, with bronze fastenings throughout.

The Owens 28—
$2285
The Owens 26—
$1790

OWENS
BOAT CO.
Annapolis
Md.

AN unusual sales plan enables us to offer these cruisers to you at remarkably low prices. The 26 plans, material and workmanship are the same as the 28. Each is a gem in quality and value. Write for details.



AEGEAN HARBOR ADVENTURES

(*Continued from page* 96)

by the captains and men of two kaikis, who showed us where to anchor and rowed our stern lines ashore. My aversion to pilots does not extend to authentic seamen whose very presence in a harbor indicates that they know how to get there. To such men I always bend half an eye for guidance, and many is the time on entering or leaving a strange port that I have avoided trouble by altering course in obedience to the casual wave of a mariner's hand. I only distrust the self-styled pilot who boards you willy-nilly and whose only claim to authority is that he has put other yachts on the worst rocks and middle grounds and will obligingly do the same for you for a small money consideration.

When our anchor went down I let the manila run through my hand (try to do that with chain) and, keeping the hawser taut until the hook struck, had the satisfaction of feeling it land on soft bottom. But after we were moored (with one stern line to the mast of a submerged wreck) I looked around at the shores of the cove and began again to feel depressed. Nowhere was there even a vestige of sand or a grain of earth in which a blade of grass might grow. What, therefore, was the bottom like under its three-fathom screen of discolored water?

To answer this question I got out the lead and line and began sounding around the boat. At the first sounding I felt in the line the lifeless plunk of lead on stone. At the second the lead glanced off a boulder, slid down a foot, and touched another. I gave the line a tentative pull and felt the upper boulder slip and wedge the lead. I pulled harder and still the lead resisted. I tugged and jerked, and tried moving first forward and then aft to tug and yank at different angles. The lead stayed put.

When I had been fussing with it a few minutes a man from the kaiki which lay nearest to us finished his job of painting a brilliant blue band around the mainmast head and descended to get into a dinghy and lend a helping hand. Two men from the other kaiki rowed over, bringing a water glass. First the one and then the others took the line and tried various devices for bringing the lead to the surface, attempting between whiles to see bottom through the water glass. By suiting the action to my unintelligible word I suggested making the line fast to a halliard and putting a real strain upon it. They vetoed this suggestion, implying by their gestures that I would break the line and be no better off. I gathered that in the morning the water would be clearer (one of the kaikis had just finished bailing a rusty bilge); and after half an hour of waste effort we knocked off.

P. L. served a good dinner to cheer me up, and when the dishes were washed and had put themselves away we sat on deck, watching the moon rise over Santorin and thanking the stars we were no longer perilously moored across the bay. But I turned in with disquiet thoughts. If a perfectly smooth sounding lead could wedge itself irremovably between two stones, what about our Herreshoff anchor, incautiously let go without a trip line?

In the morning, then, we were up early, my mind still full of misgivings. I have known such mornings before when with high hope, clear sky, and fair wind one prepares for a record run, only to see friends shove off and leave one to the misery of some footling bit of carelessness. This morning I had no hope at all. The kaikis were getting under way, towing and warping out of the breathless harbor, and had no thought for my troubles.

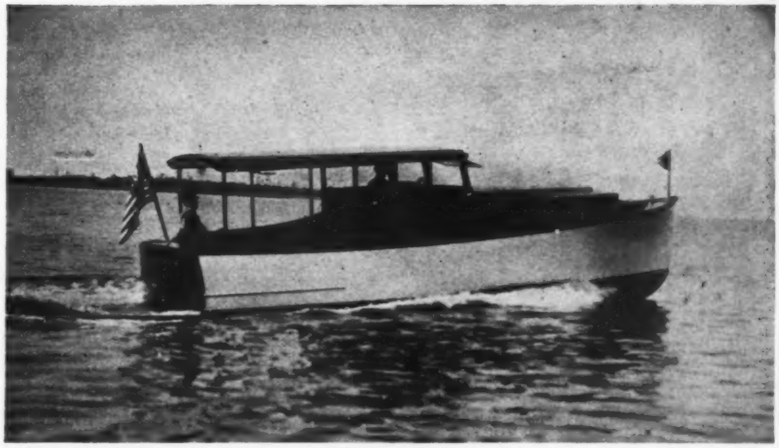
So with no one to say me nay I bent the leadline to the main halliard, passed three turns of the halliard around a deck winch and began hauling away. If the line broke, as I thought it would, so be it. We had another lead and more line, and could hope for better luck with the anchor. Before I finished I had put more force to the winch than ever I have in hoisting the mainsail, and little by little Hotspur heeled to starboard until her mast was fully ten degrees from the perpendicular. Still the line did not break. Instead the lead came clear, slowly, reluctantly, and without violent reaction. I brought it abroad and found its soft metal scarred in three places from top to bottom. So much for the strength of a slender leadline of fine Italian hemp. I've always hated the stuff for its incurable tendency to foul, but now that I know how strong it is I like it.

Before the expected tussle with the anchor, which I now felt sure would end adversely, we breakfasted and made the little ship ready for sea. There was wind blowing outside, and the kaikis, towed clear of the cove, were catching it. We had a 65-mile run before us to the island of Crete and our course lay athwart the "dangerous sea" which for centuries kept the Greek ancient from venturing south of the Cyclades. By the association of ideas we dreaded this run and wanted it to start promptly and auspiciously. But there was that Herreshoff anchor, famous for its holding powers, down in a bottom as wicked as the most wicked shore I have ever seen.

So let's get the agony over quickly. The hook *seemed* to

(*Continued on page* 100)

Check the new Staples Johnson Cruisers with your new sense of dollar value



MASTER MARBLEHEAD TWIN STATEROOM CRUISER
MARBLEHEAD SINGLE CABIN CRUISER
MARBLEHEAD TWIN SCREW GUIDE BOAT

Whether you already own a boat—or plan your first purchase—be shrewd. Make the new boat you buy check closely with the new sense of values you've acquired in 1930.

Early last spring we realized that you would expect more value—and a lower price—in your 1931 boat. We began then to plan accordingly.

Our new 1931 boats are deliberately built so that no cruisers of their class even approach them in downright dollar value.

It has always cost less to build better boats at our modern plant on the coast of Maine. This fact is of particular importance to you this year. It enables us to offer you cruisers with improvements far beyond the already high Staples Johnson standard—*at prices so very low by contrast with those of last year that you will select a Staples Johnson boat for its unmistakable outstanding value.*

Master Marblehead Twin Stateroom Cruiser

The new Master Marblehead 34′ Cruiser. Double staterooms arranged en suite with washroom between. Improved galley and storage features. Quiet and powerful Universal motor. Advanced safety protection.

Price of 1930 model without improvements	Present price with improvements	Amount you save
$6400	$5650	$750

MARBLEHEAD TWIN SCREW GUIDE BOAT

New this year

Price, $6950

The new Marblehead Guide Boat. Designed by a Florida fisherman especially for use in southern waters. Built by seasoned craftsmen for seaworthiness and the special fishing conditions of the Gulf Stream and Gulf of Mexico. Ample room for poles—big fish-well. Twin screw Universal motors. Complete accommodations for four persons.

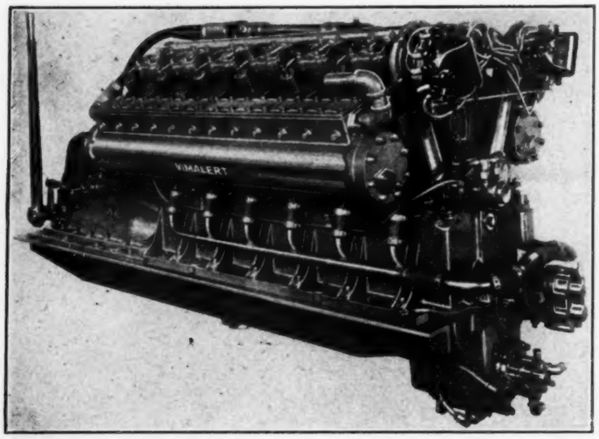
You'll find this boat a handy "Man Friday" if you've taken your houseboat South.

Maine to Mexico—**These Marbleheads are now on a Winter Demonstration Cruise down the Atlantic seaboard. Open for your inspection at ports of call. Watch for them at Miami and other East Coast resorts in December; West Coast in January; then Alabama, Mississippi, Louisiana, and Texas.**

Complete illustrated literature on each boat is yours for the asking

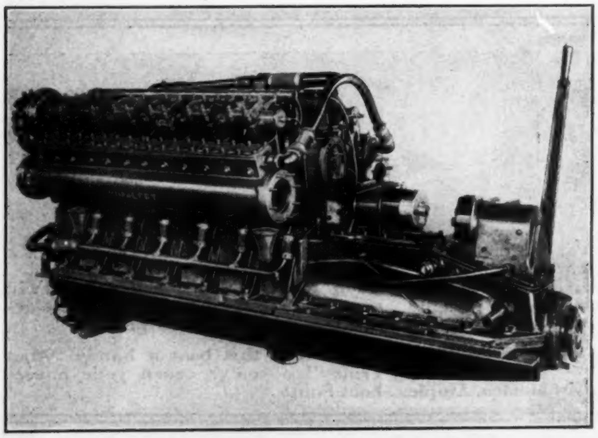
STAPLES, JOHNSON & CO.
500 Pool Street · Biddeford, Maine
"It Costs Less to Build Better Boats in Maine"

4461



The V-12 commands interest for many important reasons

In its design, in its construction, in its manufacture, in its reliability and in its dependability, you will find in the Vimalert, the qualities that will convince you that this heavy-duty power plant is the ultimate engine for your craft.



THE VIMALERT COMPANY, LTD.

Jerey City **New Jersey**

Northern California and Washington Representative:
S. CLYDE KYLE, Rialto Building, San Francisco
Southern California Representative:
CHARLES E. SMITH, 504 American Bank Building, Los Angeles

SERVICEABLE PLYWOODS

(*Continued from page* 65)

blister on account of the dampness which is more or less present in all boats.

As regards warping, there will be a minimum of that if the plywood is backed up with a foundation to which it can be fastened. For instance, suppose that the builder wishes to have a paneled cabin. Suppose further that his cabin interior consists of cabin proper, galley and toilet. The after cabin bulkhead will serve as a base upon which to fasten the plywood. If the plywood is to be painted, it can be fastened to the inside of the bulkhead with brads countersunk and puttied but if it is to be finished bright, the plywood should be attached to the bulkhead with the aid of marine glue.

Between the cabin and the galley a bulkhead of inferior wood can be made and the plywood fastened thereto, thus securing panels which if finished bright will surpass those obtained by using the heavier and more expensive solid materials.

Mahogany faced plywood offers a medium for interior bright work paneling which cannot be approached at less than quadruple the cost of the solid mahogany and likewise offers a variety of grain effects which would be difficult to duplicate in the solid material.

Plywood comes with a sanded finish which eliminates the scraping and sanding necessary with ordinary milled lumber. Not only can plywood be used in cabin paneling, it is entirely suitable for small locker door panels without the need of backing, shelves, magazine and book racks, skylight facings, for filling in around ports, in fact in places where small pieces must necessarily be used.

J. E. M., Norwich, Conn.

AEGEAN HARBOR ADVENTURES

(*Continued from page* 98)

have landed in soft sand, but if it hadn't—I rowed out and cast off our stern line from the wreck. P. L. gave me a hand in getting the dinghy aboard. I started the motor and went forward, tightening my belt.

"First," I said to P. L., "I'll try a straight pull by hand. If that doesn't work go ahead with the motor. Then if we're still fast to the bottom, we'll—"

But as I spoke the anchor came clear and I hauled it in, hand over hand. We were free of that villainous anchorage, and Crete lay before us, with a 35-mile northwester blowing over our starboard quarter. A bright morning to look back upon with kindled feelings!

(*To be continued*)

GIELOW OFFICE OPENS IN FLORIDA

The Miami office of Henry J. Gielow, Inc., naval architects and marine engineers, will be opened on December 15 in the Ingraham Building. It will be under the direction of P. Nevin who will be their Florida representative this winter.

NEW DEVICE REDUCES ENGINE SOUNDS

The Snow & Petrelli Manufacturing Company, makers of Joe's Reverse Gears have developed and produced a radically new and unique improvement in their Two Hundred Series of Double Clutch Reverse Gears which materially reduces vibratory sounds generated by the motor. There is frequently a tendency for motors to set up a slight vibratory sound at certain engine speeds and the elimination of it requires some sort of dampener or torque control.

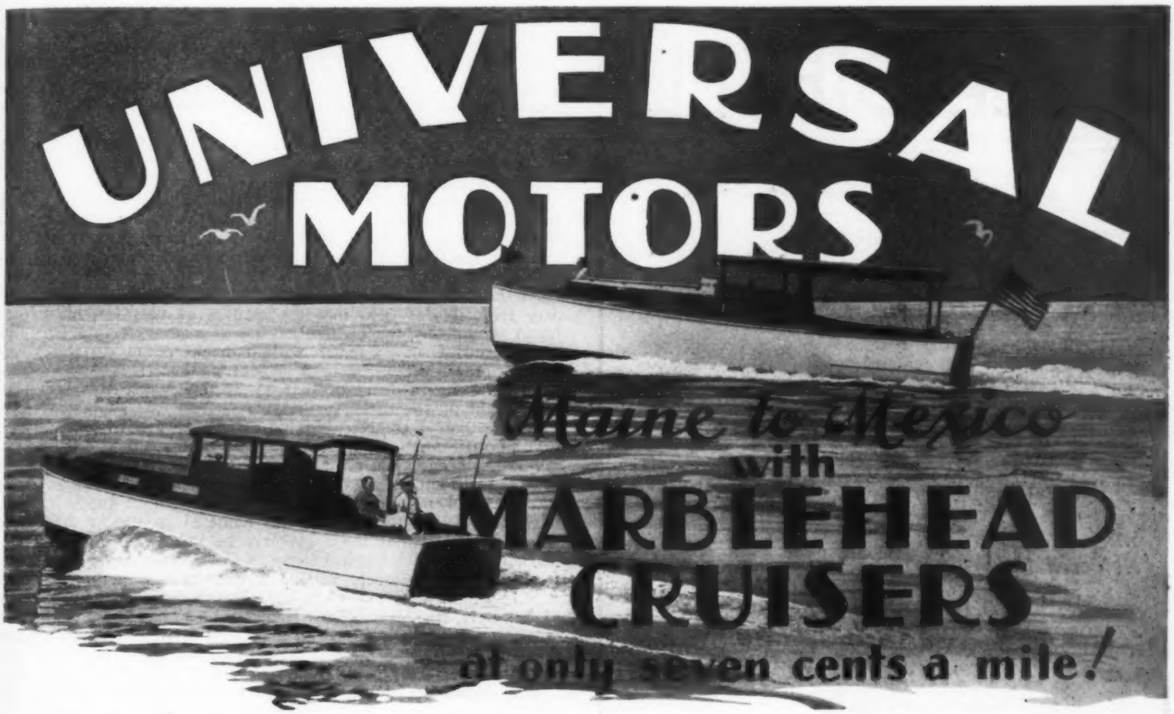
This factor is generally emphasized through the reverse gear to such an extent that the gear itself seems to be the source of the sound. The new device is incorporated in the gear drum without changing the size or appearance of the gear and effectively dampens any tendency toward vibrational noises.

A CORRECTION

On page 29 of the November issue the runabout owned by John Rutherford was incorrectly referred to as a Chris Craft. We wish to take this opportunity of correcting this statement as the runabout is a Hackercraft sold to Mr. Rutherford by Bruns-Kimball.

ENGINE PRICES REVISED

Due to a number of important improvements and refinements embodied in the new Kermath marine engines, the Kermath Manufacturing Company announces that prices on the 200 h.p. L-Head, 150 h.p. L-Head, 175 h.p. Over-Head and 225 h.p. Over-Head models will be subject to an increase in price. The price revision takes effect on December 1. With the many improvements, the Kermath models represent an even better value than ever before.



Staples, Johnson & Co., Say:

"After a great deal of testing and experimenting with various engines we have decided to adopt Universal as standard for our 1931 boats—all models. Permit us to express our thorough approval of the fine jobs you are turning out."

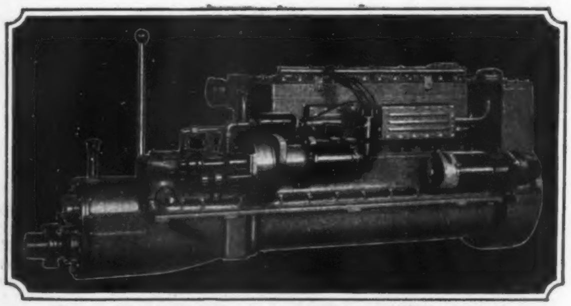
AFTER testing numerous motors, Staples, Johnson & Co. have chosen UNIVERSAL 100% Marine Motors as standard equipment for all models of the famous Marblehead cruisers and have sent the Marblehead Guide Boat and the Cabin Cruiser on a performance demonstration down the Atlantic Seaboard and through the Gulf—from Maine to Mexico.

Staples, Johnson & Co. have announced that these MARBLEHEADS will be open for inspection at Yacht Clubs and dealers' moorings at each port. The Cruise Commander extends you a cordial invitation to visit him aboard and view the unique appointments of these fine Maine-Built Cruisers.

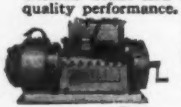
A pair of UNIVERSAL SIXES drives the Guide Boat 20 miles per hour. The Cabin Cruiser is powered with a UNIVERSAL SIX Silent Reduction Drive Motor. Other models are available with UNIVERSAL Sixes or Eights—single or twin screw in either direct drive, or reduction drive.

Step aboard mates . . . . you'll marvel at the extreme smoothness—absence of vibration—the ease of control—the matchless performance . . . . trolling one minute and away at full speed the next.

Both MARBLEHEAD and UNIVERSAL separately have often proved their worth. The Maine-to-Mexico cruise is a noteworthy demonstration of their great advantages as a team.



Universal Six-77 H. P. and Six 88 H. P. are made for either direct or reduction drive. 7-bearing crankshaft, dynamically balanced and completely machined. Mirror-honed cylinders, Ricardo heads and many other features for complete high quality performance.



Universal Electric Plants for years the standard of marine light and power. 1½-3-4-5-7½-10-15-20-35 K. W.

UNIVERSAL MOTOR COMPANY
Oshkosh, Wisconsin, U. S. A.

Universal Motor Company, 30 Universal Drive, Oshkosh, Wis.

Gentlemen: Send me without obligation, complete literature and valuable data on Universal Silent Reduction Drive Motors.

NAME..

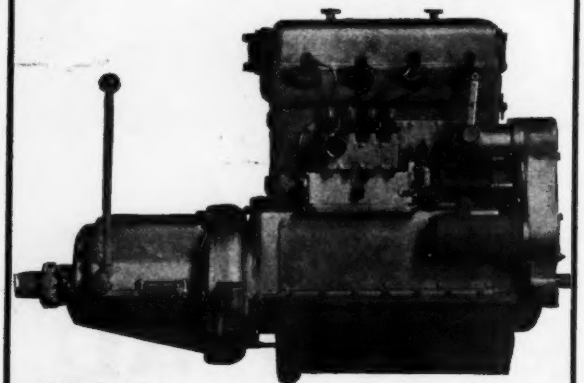
ADDRESS..

Universal
MOTOR CO.

"Tho far you roam—
they'll bring you home"

100% MARINE MOTORS

HILL-DIESEL



Selected by

Mr. Lewis B. Jones, Rochester, N. Y.
For his SEAWANHAKA SCHOONER
NAOMI III

HILL-DIESELS FOR ECONOMY AND SAFE YACHTING

Auxiliary Schooner NAOMI III

Designed by Cox & Stevens, Inc., New York, N. Y.

HILL-DIESEL ENGINE CO.
248 MILL STREET
LANSING, MICHIGAN, U. S. A.

THE WANDERER—OF LIVERPOOL

(*Continued from page* 49)

thousands of miles and carrying many thousands of tons, and moving in the working lives of some thousands of men; after running more than 16 knots in one hour, 56 knots in a watch, 326 knots in a day, and 1,321 knots in four days; after glory and disaster and beauty that cannot be forgotten, she passed into the list of total losses.

At the Court of Enquiry (*Seeamt zu Hamburg*) held before the Reichs Kommissar, Vice-Admiral von Bodenhausen, on Monday, the 22nd April, 1907, the Court found "that the Command of the Gertrud Woermann is to be held completely responsible for the Collision."

At the Court of the Landgericht, Hamburg, held on December 3rd, 1907, it was held that the owners of the Gertrud Woermann should pay the owners of the Wanderer freight earnings and accrued costs, £18,055 with damages claims to the Wanderer's crew £976.15.0. An appeal against these pronouncements was heard (and dismissed) at the Hanseatisches Oberlansgericht on the 27th April, 1908.

And so now I come to the end of my story of the Wanderer, that ship of fame, the mother of many fine seamen.

She has been called an unlucky ship. The disaster of her first setting forth caused many legends of her unluckiness to go about the world. I myself, writing on the strength of these legends, may have helped to give her this name. I have now made this story of her so that the facts may be known, as far as I can learn them from imperfect records, the memories of men scattered all over the world, and notes in old newspapers. Although it is less than forty years since she was laid down, many records of her have been destroyed. Damp, rats, fire, and the ending of businesses, have all helped to make the written records of her scarce. The sea and the war have taken heavy toll of those who sailed in her. This book contains all that I can find about her.

The events set down are often dull and trivial. In voyage after voyage some thirty-five men were shut up together in her, to come out in turn to work her, to quarrel, toil, sleep, sing and get wet through, to curse her soul and make her a wonder of beauty. All the time she marched the waters, and rolled her spars through an arc, and made men marvel and rejoice. Like all ships, she had a life: effort of man had given her a soul.

Having written the story, I ask, was she in truth an unlucky ship, for one of her kind and time?

She was a marvel of beauty and strength: there was nothing unlucky in her construction: it stood all strains.

Then, as to her rigging. In all her years at sea, she lost, in all, four topgallant masts and sprang a fifth. The squall in the Ninth Voyage and the gale at her first sailing, both partially dismasted her, the one with an unexpected fury, the other mainly because of the accident of the broken tow-rope. Apart from these, her rigging stood all strains: there was nothing unlucky about that.

Then as to her officers. They were the pick of the profession, all first rate seamen and the makers of first-rate seamen, not one of whom ever brought the ship into disaster through negligence or default. She was lucky in her officers.

In what, then, was she unlucky?

She killed her Captain; men fell from aloft and overboard from her; others died, or broke bones, in her; she lost some spars; she took charge of her tugs; her cargoes shifted; she was on fire once and ashore four times; and at last she was sunk.

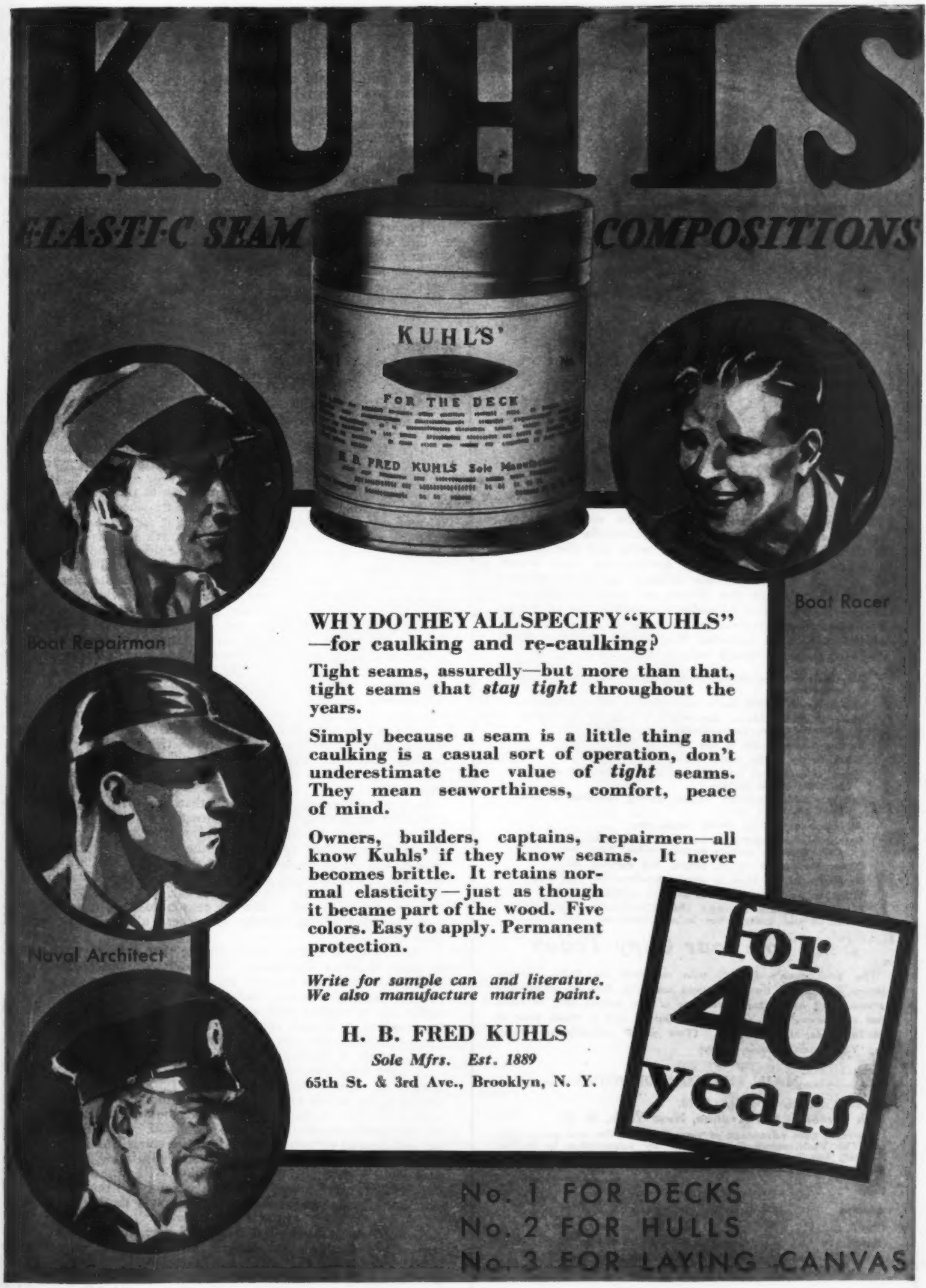
But was not this the life of such a sailing vessel at that time? Surely most of them killed some one, lost spars, took sheers, listed, caught fire, took the ground, and were lost. There were so many, and where are they? Most of them are sunk, with more of their crews than the Wanderer ever killed of hers.

Remembering these others, who can say that the Wanderer was unlucky, save for that broken towrope?

She is remembered to-day, when many of those others are forgotten, because she had that about her which made men mind her. She was the last strain of that song: it was all summed up in her: she was the perfect ship of that day.

"The ship was big and heavy and hard," so one writes who was in her. She was the ship of her time, with a crew of one man to every hundred tons. She was a mass of metal of more than two thousand tons, carrying more than four thousand tons across all the oceans of the world by means of the winds of heaven. Men so made her out of ore dug from the ground, that she stood the wind and sea in anger, and set her beauty in men's minds long after her bones are in the quicksand. Many ships so stood and so remain, yet she stands out from among them. Of all the many marvellous ships of that time, she moves me the most, as the strongest, the loveliest, and the one I am gladdest to have seen.

Advertising index will be found on 3rd last page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THE CASTAWAYS OF LASQUETI ISLAND

(*Continued from page* 76)

I am quite certain that had we known the adventure that tomorrow would usher into our cruise, some of our party, at least, would not have slept so soundly that night. But no imminence of disaster whispered through the velvet dark, a long, lazy swell from outside gave gentle motion to our little ship, and deep sleep claimed us all till long after the rose-tinted eastern sky marked the beginning of another perfect cruising day.

Under weigh again this morning, we held a course that would take us well south of the Ballenas Islands and thence around the southern tip of grim Texada into Malaspina Strait, on our way to Pender Harbor, our next port of call.

This day was another of those gorgeous blue days which midsummer brings often to the northwest Pacific coast. Azure blue sky, distant mountains seen dimly through somber blue haze, blue water, a perfect pathway to romance, with light airs ruffling its surface into tiny furrows.

Nothing but the steady hum of our motor intruded on the scene, and the swish and splash of water as Lacy Ann's stem held a true course on her appointed way.

And then, clear as a pistol shot, startling as a crash of lightning from a summer sky, came a single, sharp crack from the motor. Followed a few idle turns from the slowing fly-wheel, a few lazy flaps from the propeller—and silence.

We looked blankly at one another. On our faces, I am sure, were such expressions as come to passengers on a huge liner, in mid ocean, when the steady beat of its engines suddenly ceases, and there falls that ominous silence which may mean everything, or nothing.

Then I leaped down the companionway to the motor. Nothing visible indicated trouble. I grasped the fly-wheel rim, and turned it, and my heart skipped a beat, for it turned as easily as a spinning wheel, and as uselessly. Something was broken, and when something inside a motor breaks at sea it is not always possible to make repairs with the tools and material at hand.

There flashed through my mind the tale of the steamer Umbria, tossed for many weary days in mid Atlantic while her engine-room force mended her broken propeller shaft with huge bolts through the thrust-collars; and of that other ship which Bill McFee tells about in "An Ocean Tramp," that dropped its propeller in a lonesome southern ocean, and came slowly into port with its engines turning a substitute the chief had fashioned of a hornbeam hub and blades of boiler plate. And I knew, without conceit, that somehow, we too would one day be again on our way though how, or when, was not then within my vision.

I had not far to look to find the cause of our disaster, a broken timing gear. The pinion, just aft of the forward crank shaft bearing, had split where apparently weakened by the key way and our motor was worthless junk till this gear could be replaced.

It is not within my recollection that this discovery caused me any great uneasiness, though our situation was far from pleasant. We were adrift in the Strait of Georgia, whose rocky shores stretched more than 100 miles southeastward and were, at their widest, full 30 miles apart. Open water, the possibility of high seas and vicious tiderips, were to be considered, yet the southernmost tip of Lasqueti Island stood out dimly but four or five miles north of us and I saw no reason to doubt our ability to make unaided a snug harbor somewhere along its providential shores.

There was, of course, not a chance that engine repairs could be made short of Vancouver, 75 miles away, but engine repairs could wait; my first concern was to get my little ship with its passengers into some safe harbor.

No ship or smaller craft was in sight in all the lonesome waters surrounding us, though you may be sure we searched diligently in every direction through our powerful marine glasses. Which put the task of making a harbor squarely up to the skipper.

A light wind blew from the south, exactly as we would have wished it. Consulting the tide tables I found that the tide was on the make, which also would help us along in the direction we wished to go. And—how I blessed the makers of that early standardized cruiser—Lacy Ann had a sail. A *real* sail, a regular gaff-headed schooner mainsail, large enough to do some good when it was spread to the breeze and with good, stout rigging that could be depended on in a real blow. I had seen to this latter detail soon after I bought the boat, when I had replaced its light standing rigging with heavier steel shrouds that I knew would stand any ordinary strain.

So our canvas was hoisted, swung to port, and a double blanket was rigged to the signal yard to starboard, with an oar for a boom. And wing and wing, sail and blanket, we moved slowly and peacefully northward toward Lasqueti Island and, we hoped, safety. We even put the two dinghies overside, George and I,

(*Continued on page* 106)

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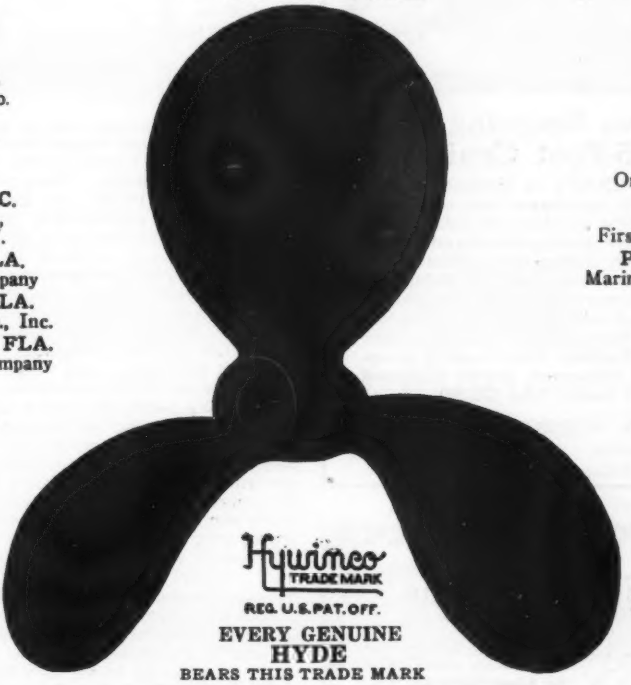

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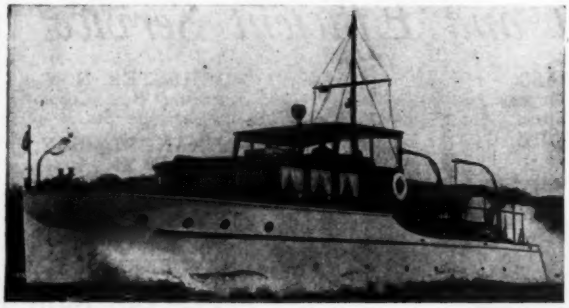

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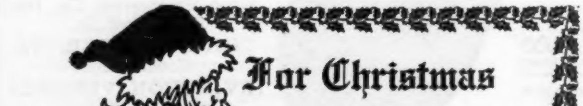

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THE CASTAWAYS OF LASQUETI ISLAND

(*Continued from page* 104)

and helped pull Lacy Ann on her way, more for something to do than for the increase it gave her speed, I am sure.

For an hour or more we moved slowly on, and though our progress left no boiling wake astern, nevertheless the shores of Lasqueti loomed gradually nearer and we knew that we were making good progress.

A sharp lookout for possible help was kept as we sailed along and eventually one of us spied a small boat making out from Bull Passage, between Lasqueti and Bull islands, and heading in a southeasterly direction.

One would think that the appearance of our craft would have attracted the attention of any skipper within sight, but this one held to his course with never a glance at us, judging by the direction he was taking. We shouted at him, we waved our arms, and finally I emptied the chambers of a revolver we had aboard.

This latter noise evidently reached him, for he changed his course immediately and in a few moments his tiny boat came alongside.

He was a fisherman, one of many who were trolling these waters for blue-back salmon during the run which was then at its peak, and he listened quietly while we told him what had happened to our motor. There was a fine little harbor, he told us, on Lasqueti Island, just inside Bull Passage, almost land locked and with good holding ground.

And without question as to salvage, or towing fee, or reward of any sort, though we were at his mercy, he soon had us in tow and we bubbled along astern of his little fishing boat. Our immediate future looked considerably brighter.

The harbor into which he towed us proved to be all that he said of it. With the exception of a rock near the entrance, awash at low tide and easily avoided, (you'll find it marked on your chart), it was ideal. And within its welcome shelter we let go our anchor as the late afternoon shadows reached out over the waters. We swung to a slack cable in three fathoms of quiet water and were, for the moment, content.

We were fortunate castaways. Our galley was stocked with plenty of good food, in considerable variety. There was the problem of fresh water, but that did not worry us, for springs are numerous in that country and we felt certain that we could locate one near by before our tank became empty, which later proved true.

Blue-back salmon, a variety of the famous Sockeye, I am told, were plentiful and easy to catch, delicious fish fit to grace the menu of the most particular Epicurean. And our fisherman told us that over the hills of Lasqueti roamed many semi-wild sheep, the remnants of a flock originally brought to the island by an English settler who had long ago abandoned his ranch and stock and returned to the mainland. So lamb chops and roast spring lamb were among the possibilities and I am certain we could even have found mint for mint sauce, had the necessity come to pass.

Our surroundings were ideal. From the shores of our rock-bound little harbor the pine covered hills of Lasqueti rose picturesquely to heights of more than a thousand feet and we all of us knew that on this delightful island, and on the sparkling waters around it, we would find plenty to fill our days of enforced detention. There were to be no barren, hopeless days for this party of castaways.

All through dinner that first night the talk ran on the how of getting engine repairs so that we might continue on our cruise, and as skipper and chief engineer I had to do the deep thinking and cheerful explaining.

Our fisherman friend had told us that twice a week a cannery tender, working out from the then new salmon cannery near Pender Harbor, thirty miles to the east of us on the mainland, collected salmon from the fishermen at a little harbor a mile or more south of our anchorage, and that her skipper would probably be glad to take me across to Pender Harbor, where I could board the regular coastal steamer for Vancouver. This tug had made its regular call the morning of the day we arrived, and would be back again in three days.

So I planned to remove the broken gear, take it with me to Vancouver as a pattern, where a new blank could be forged and cut ready for installation on my return.

With the plan figured out and settled upon, talk turned to other things. We were not downcast, for Castaway Harbor, (I have forgotten which one of us so named it), was a delightful spot in which to while away summer hours. And we could not hope to leave in our own ship under seven days.

Now castaways should, by all the rules of fiction, have a stiff fight or two with unfriendly natives, and for a tense moment that night we felt that we were to play the role as laid down by all

(*Continued on page* 110)

ON THE WINNING OUTBOARDS

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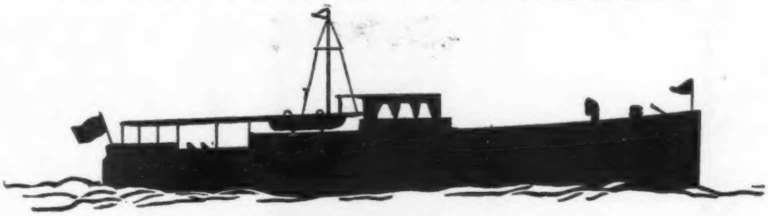

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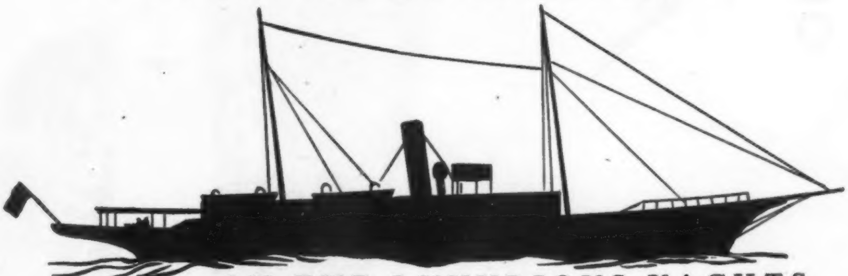

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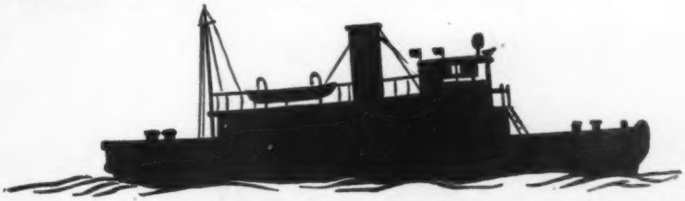

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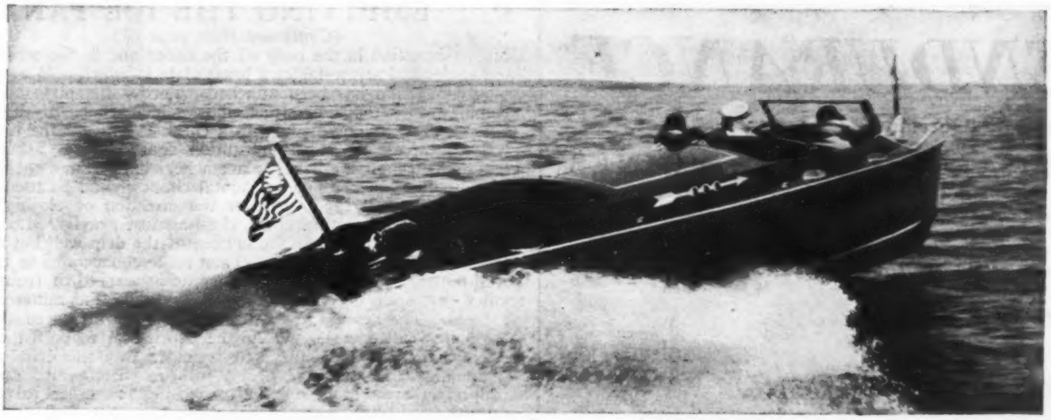

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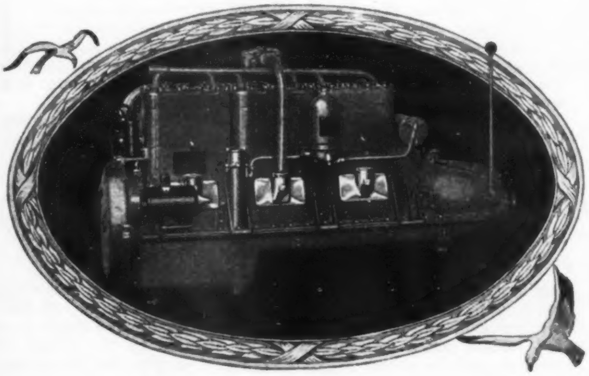

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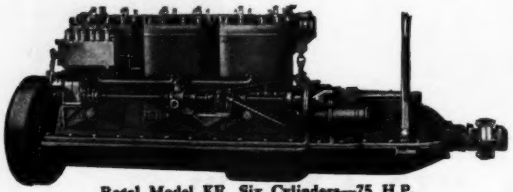

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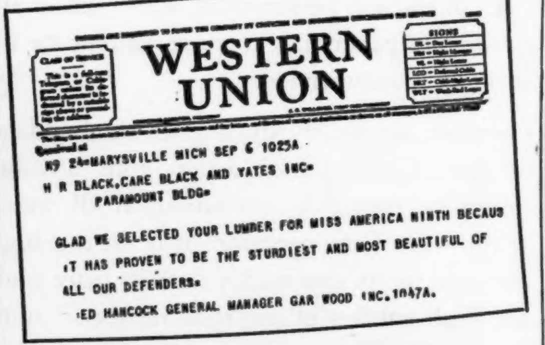
GAR WOOD, *Wires*



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H R BLACK,CARE BLACK AND YATES INC=
PARAMOUNT BLDG=

GLAD WE SELECTED YOUR LUMBER FOR MISS AMERICA NINTH BECAUS
IT HAS PROVEN TO BE THE STURDIEST AND MOST BEAUTIFUL OF
ALL OUR DEFENDERS=
ED HANCOCK GENERAL MANAGER GAR WOOD INC.1047A.

BLACK & YATES
PHILIPPINE MAHOGANY
Used in Miss America IX

"THE sturdiest and most beautiful of all our defenders" wires Gar Wood in commenting on Philippine Mahogany used in Miss America IX, his latest and fastest boat. This superior wood is used by all leading boat builders, not alone for its strength, durability and light weight, but because Black & Yates' Philippine Mahogany is free from pin worm hole defects, beautifully figured and easy to work. It comes in good widths and lengths. Imported DUTY FREE from the Philippine Islands, it is low in price.

Write today for further information.

BLACK & YATES, Inc.
1501 Broadway—Paramount Building—New York, N. Y.
Telephone: Longacre 1345-6-7

EMPTYING THE ICE PAN

(*Continued from page* 67)

bilge connection in the body of the bailer and to the other opening solder and screw-fasten a brass plate to which a ⅜ or ½ inch pipe connection has been attached. Thread the plate and after running in the nipple or street elbow solder around it. The bilge bailer should be one made with a check to prevent the return of water, but, as an added precaution against water accidentally entering through the bailer, place a horizontal water check valve close to the bailer. The horizontal check should be used rather than the vertical type wherever the direction of closing would require that the vertical check close against gravity. Locate the bailer close to and below the bottom of the drip well but as near the waterline as is practical. Then make connections to the drip well outlet. These bailers will operate at a speed of from 5 to 7 miles per hour depending upon how deeply the outlet is submerged. The nearer the waterline the lower the speed at which the bailer will operate. When the trip is started open the bailer valve and as soon as the boat is under way the drips will be automatically taken care of. With the check valve operating properly there will be no need of closing the bailer valve while on the trip. Any water which collects in the well over night will be put overboard as soon as the boat is well under way. When the trip is over close the bailer valve until the refrigerator is again iced.

A small power bilge pump could be driven from the propeller shaft and its suction attached to the drip well outlet. The well would soon be emptied and would not again require attention until the box was re-iced. A small hand bilge pump of the common variety could be permanently fastened into the drip well with its lower end resting on the bottom of the well. A few strokes on the pump would empty the well. A bulkhead pump may be piped to operate in the same manner. If you have compressed air pressure for the whistle and like to rig up things and see them work, it is practical to empty the drip well by compressed air. Place a tee at the drip well inlet and a horizontal check valve just past the tee so that it will close when the pressure is applied to the well. Otherwise, pipe as with the bilge bailer. With a shut off conveniently located anywhere along the line connect a small air pipe to the tee outlet. Whenever the air is turned into the tank all the water will be forced out through the overboard connection. A compressed air or exhaust siphon might be arranged to empty the drip well, but the more complicated the arrangement the more likely it is to get out of order. There is a bilge siphon operated by the overflow water from the engine that will empty the drip well as well as pump out the bilge. A valve in each line controls the operation. An automatic electric bilge pump in an open drip well would operate well but, would be rather expensive.

Make the entire outfit as simple as possible and make it good, throughout. Then good results may be expected and you will not be disappointed.

W. B. M., Newburgh, N. Y.

THE CASTAWAYS OF LASQUETI ISLAND

(*Continued from page* 106)

the best literary authorities. In the snug comfort of our little cabin, with its glowing open fire and soft electric lights, we had, for the moment, forgotten that we were castaways alone in a far harbor, when suddenly we were startled by the splash of paddles, and the sound of excited guttural jargon close alongside. Indians!

George and I sprang for the companionway to investigate, but the worst we could discover was three shadowy canoes fading into the shoreward darkness, each with two or three harmless Siwashes bent only on making a late camp near good fishing waters, that they might get their fair share of salmon during the early morning hours when fishing was best. We heard the scrape and crunch of their dugouts pulled roughly ashore over the rocks, the dull rattle of a paddle lifted carelessly across a gunwale—all those little, unmistakable noises which seem to invariably accompany the beaching of small water craft—and then we saw a tiny spark, and soon a flame, and we knew that the Indians would presently and filthily eat.

The thrill subsided, for the worst we might expect was petty thievery or diffident quest of drink. Neither followed, soon all was dark and quiet on shore and Lacy Ann alike, and when we came topside to the soft, damp gray of another morning our Indians were departed.

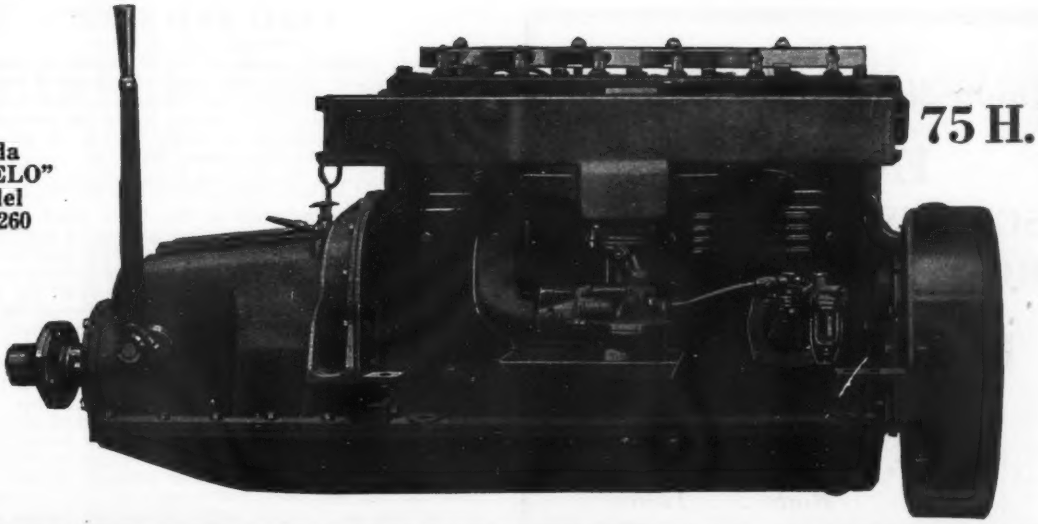
Fact had refused to perform by the rule of fiction.

(*To be concluded*)

KERMATH SALES MANAGER

Announcement has been made to the effect that T. F. W. Meyer has joined the Kermath Manufacturing Company in the capacity of general sales manager.

Buda
"HIVELO"
Model
HM-260



75 H.P.

BUDA SIX

~~$745.00~~

NOW $695.

F.O.B. FACTORY
FULLY EQUIPPED

The BUDA Line

6 cylinders—with or without reduction gear:

BM-386 80 H.P.
GM-572 110 H.P.
BM-411 85 H.P.
GM-636 126 H.P.

6 cylinders—"Hivelo" models, without reduction gear:

HM-260 75 H.P.
HM-298 85 H.P.

The Buda HM-260, priced at $695, represents an unusual value in a light-weight, compact 6-cylinder marine engine.

The concensus of opinion of owners can be voiced in these two words, "entirely satisfactory."

Note the complete equipment that is included in this low price—carburetor drip pan, backfire protector, oil sump pump, gasoline filter, fuel pump and control panel with indirect lighting.

To insure a strong, sturdy, smooth-running power plant, this model has 3-INCH CRANKSHAFT and 7 MAIN BEARINGS.

Write today for bulletin No. 720.

Branch Offices:

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664 MISSION STREET - - - - - SAN FRANCISCO, CAL.

THE BUDA COMPANY, HARVEY, { CHICAGO SUBURB } ILLINOIS
ESTABLISHED 1881

BUDA
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POWER

Immediate Stock Delivery

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SCREWS, BOLTS, NUTS, RODS AND SHAFTING

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Copper, Brass and Bronze
Sheets . . Rods . . Tubes

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MEMBER COPPER & BRASS RESEARCH ASSOCIATION

SPEED

- - can be maintained without overheating your engine

Pull your throttle wide open if you must — race hour after hour through choppy, white-capped seas — a Groco Oil Cooler will keep your engine oil at an efficient, smooth-running temperature throughout your entire cruise.

If you don't know the Groco Oil Cooler, send for details to-day.

Gross Mechanical Laboratories
BALTIMORE, MARYLAND

OIL INLET
WATER IN OR OUT
WATER DRAIN
OIL OUTLET

GROCO
OIL COOLERS

YARD AND SHOP

(*Continued from page* 70)

Complete electrical equipment will be supplied by the General Electric Company. The power plant will consist of two Winton 6-cylinder gasoline engines, each direct connected to a 10 kw. electric generator which will supply power for emergency propulsion, lighting, operation of auxiliaries, etc. A set of Exide storage batteries will also be installed.

AMERICA TURNING TO BOATS

Jay W. Smith, president of the Chris Craft Corporation, voices the opinion that pleasure-loving America is turning from the highways to the waterways and airways in numbers so great that the effect will soon be felt as a distinct business trend. His opinion is backed with authoritative knowledge, for the Chris Craft Company, owned and operated by members of Mr. Smith's family, stands prominently among the leading producers of motor craft and reflects in its own business increase the trend of which he speaks.

Mr. Smith believes that indications point toward a passing of the automobile from the pleasure to the utility class. Cars, he feels, are used as necessities and are regarded as such, but that there is an increasing tendency for automobile owners to stay at home except when they have definite errands to perform. On the other hand, water and air offer limitless freedom of movement and new enjoyment that appeals instantly to any normal man or woman. No sport arouses keener enthusiasm among its devotees than motor boating and the pleasure it provides does not lessen with the passing years.

HACKERCRAFT WIN MANY REGATTAS

Glancing over the records of the regattas held during the past motor boating season one is impressed with the remarkable series of winnings which have fallen to the lot of the popular Hackercraft.

One of the most outstanding of the successful performers was John Rutherford's Hackercraft Becky powered with a 225 h.p. Kermath. At Annapolis he won a first and second in two different events and at Bellport, Long Island, he took another first place. Other winnings included second in one of the Gold Cup Regatta events, a first and second in two events in the President's Cup Regatta and two firsts at New Bedford.

Other Hackercraft placed first or second in many events throughout the country—at Palm Beach, Bay Shore, Long Island, Severn River, Herald Harbor, the Pass Christian Regattas on the Gulf of Mexico, Lake George, Lake Champlain, Detroit, Portland, Maine and many other prominent regattas throughout the country. Other victories included first and second prizes at Potsdam, Germany; Trieste, Italy; and Canada.

KERMATH DISTRIBUTOR FOR TEXAS

The Kermath Manufacturing Company announce the appointment of Robert Sealy as distributor for their products in the cities of Galveston and Houston, Texas. Mr. Sealy is located in the Commerce Building at Galveston and directs the activities of the Sebo Boat Company of Houston. He is adding the Kermath line to several others for which he has been distributor for some time—Matthews cruisers, Dodge runabouts and Hacker boats.

A NEW GRAY MODEL

The Gray Marine Motor Company has developed a new model Four-44 with 9:5 reduction gear. They now supply built-in Morse reduction gears in either 9:5 or 5:2 ratio on the high speed styles of the Four-44, Six-70 and all models of the Gray Eight. Reduction gears can be supplied with either standard or opposite rotation. The Gray Vee-Drive gear is also available in reduction drive, making it adaptable to the heaviest auxiliary and cruiser work.

NEW 25 H.P. FLEXIFOUR ANNOUNCED

The Universal Motor Company of Oshkosh, Wisconsin announces a new model of the popular Flexifour marine motor. The new motor, Model NB, contains features designed to make it a favorite with the boating enthusiasts of moderate means. The price of the new model is attractively low, yet the engine is rated at and produces a full 25 h.p. The new motor is described as light enough to drive a small runabout 20-25 miles per hour, powerful enough to drive a small cruiser, strong enough to stand up under severe conditions, easy to maneuver and a good motor for trolling.

SLATER TO REPRESENT DART

Dart Boats, Incorporated, of Toledo, Ohio, announce the appointment of Fred E. Slater, Jr. as the Dart representative in Dallas, Texas. A carload of Dart Runabouts has already been forwarded to him.

VENICE Acclaims the *Rough Weather* Staunchness of Hackercraft

Count Anselmi, Winner of the Venice-Trieste Race, Pays a Fine Tribute to Hackercraft Speed and Seaworthiness

"I confirm my letter of September 25th and am enclosing you some articles and photographs. I repeat you that I am most satisfied with the results obtained with my Hackercraft, because same is not only quick but also very fit to be used when the sea is rough. I feel quite sure that none of the stronger and more powerful boats specially built for calm sea and short distance, could have been able to make the long way between Venice and Trieste with the very rough sea on the day of the races. What is the good of a fast boat that can perhaps develop great rapidity for a mile or a short distance, when the sea is calm, when it is not possible to use same on a rough sea? The Prince of Udine, who is an admiral, wanted to bestow his cup on such runabouts that can travel on the rough sea and do not consume much fuel.

"I did not only win the race Venice-Trieste with a great advance before the others, but I wanted likewise much less fuel. I am enclosing you the results of the races Venice-Trieste, for which I also won the Cup of Trieste. I am sending you likewise the official results of the race for the Cup Navigation San Marco, and it will perhaps interest you that in these two races, one of 30 and one of 40 kilometers, that is together 70 kilometers, in which I became second because the first had a much lighter boat and a much more powerful motor, I left behind me four boats with a great advance, two of which were American—— ——."

Yours faithfully,
G. ANSELMI.

HACKER BOAT CO.
530 River Drive
MT. CLEMENS, MICH.

New York City—5th Avenue at 15th St.; Boston—1043 Commonwealth Ave.; Chicago—Motor Boat Mart; Detroit—7433 E. Jefferson; San Francisco—102 New Montgomery St.; Beverly Hills—8725 Wilshire Blvd.

HACKERCRAFT

AMERICA'S FASTEST SPEED BOATS

THE CARLISLE & FINCH CO.
CF

This illustration shows the latest incandescent searchlight adapted for use on any size boat, on ocean or river. Also a full line of red and green running lights for small boats.

Catalog I incandescent
Catalog A arc

THE CARLISLE & FINCH CO.
261 East Clifton Ave. Cincinnati, Ohio

CLIFFORD S. HADLEY

An Announcement

of importance to motor boat enthusiasts who are seeking professional advice on questions of motor boat operation and construction.

CLIFFORD S. HADLEY, nationally known builder and designer of speedboats, whose hydroplanes win the important races almost with the regularity of clockwork, is a recognized authority on all phases of boating. During the last New York Motor Boat Show Mr. Hadley answered hundreds of questions at the booth of the Indiana Quartered Oak Co. He has been prevailed upon to repeat this extremely popular service at the coming show. This valuable service is *free* to every visitor and does not obligate in any way.

Nineteen years of experience have convinced Mr. Hadley that Philippine INDOAKO Wood, the fine imported mahogany-like hardwood sold only by the Indiana Quartered Oak Co., and its sales agents—is best for boats!

INDIANA QUARTERED OAK CO.
222 East Avenue Long Island City, N. Y.

Visit Booth 87-88, Third Floor, New York Motor Boat Show, January 16-24, 1931.

WALTER H. LIPPINCOTT, NEW CORINTHIAN COMMODORE

WALTER H. LIPPINCOTT, prominent Philadelphia banker and widely known yachtsman, owner of the handhome yacht Waleda II, was elected Commodore of the Corinthian Yacht Club of Philadelphia at the annual meeting, November 6, at the club-house at Essington.

Commodore Lippincott succeeds Commodore Ernest duPont, of Wilmington, Del., as head of the club. Commodore duPont was not a candidate for re-election. Commodore Lippincott was vice commodore for several years.

Roland L. Taylor, also a Philadelphia banker, was elected Vice Commodore. He is the owner of the handsome steam yacht Sachem. He was formerly rear commodore, and moved up. W. Findlay Downs, prominent figure in recent ocean racing, was elected rear commodore.

Three officers were re-elected, Dr. Alexander Glass, secretary; George G. Melloy, treasurer, and Thomas D. Bowes, measurer. The new race committee consists of Reuben B. Clark, chairman; Matthew F. Maury, and Chew Van Bibber Wilmer. Ernest duPont and Alexanders Sellers were elected members of the Board of Trustees.

Commodore Lippincott was installed at the annual banquet held following the meeting. The splendid turn out of almost 100 members testified as to his popularity. At the dinner he announced plans for the 400-mile ocean race which the club will hold in June, 1931.

W. Findlay Downs, prominent ocean race skipper, and newly elected Rear Commodore of the club, is chairman of a special preliminary committee to complete plans for the race, Commodore Lippincott stated. Other members of that committee include E. Walter Clark, owner of the Cup yacht Resolute; C. Sherman Hoyt, a member of Commodore Vanderbilt's crew on the victorious Enterprise; George Woodward, Jr., Alexander Sellers, Dr. Harry Wilmer, William M. Darlington, and Reuben B. Clark, chairman of the club's race committee.

All of the members of the committee are veterans at ocean sailing, and hope to arrange the 1931 event as an ideal race from the skipper's viewpoint.

Preliminary plans call for the start of the race at or near Montauk Point, to avoid what many members feel usually results in a drifting match in the Sound; thence down the open sea to some point near Cape Charles; turning a light-ship there, and return northward along the coast to finish at Cape May.

Such a course will be approximately two-thirds the length of the usual Bermuda race, and will take in ocean running far from land. At the same time it will eliminate much of the danger involved in Bermuda races, should a skipper miscalculate his course. At the same time it will keep the boats away from the Jersey coast, with its lurking dangers in the way of fish nets, which are so difficult to locate at night.

The members of the committee favor the usual date for distance events, which is the day following the Harvard-Yale regatta, although that date is only tentative.

The committee also is planning to include four classes of boats in the race, in order to include the larger schooners which have been barred from many ocean races due to their size. The club has several larger schooners in its ranks, and they will be eligible to compete in the fourth class, along with the other leading sailing craft of the East. Outstanding in the club's list of larger boats are Alexander Sellers' Sphinx; Commodore Frank B. Bower's Elise; Edward C. Dale's Tondeleyo; and George F. Tyler's Starling.

THERE'S A MORAL HERE

Did you ever stop to think that hard times mean nothing to a hen?

She just keeps on digging worms and laying eggs, regardless of what is said about conditions. If the ground is hard, she scratches harder. If it's dry, she digs deeper. If she strikes a rock, she works around it. But always she digs up worms and turns them into hard-shelled profits as well as tender broilers. Did you ever see a pessimistic hen? Did you ever know of one starving to death waiting for worms to dig themselves to the surface? Did you ever hear one cackle because times were hard? Not on your life. She saves her breath for digging and her cackles for eggs.—(Consolidated Shipbuilding Corp.)

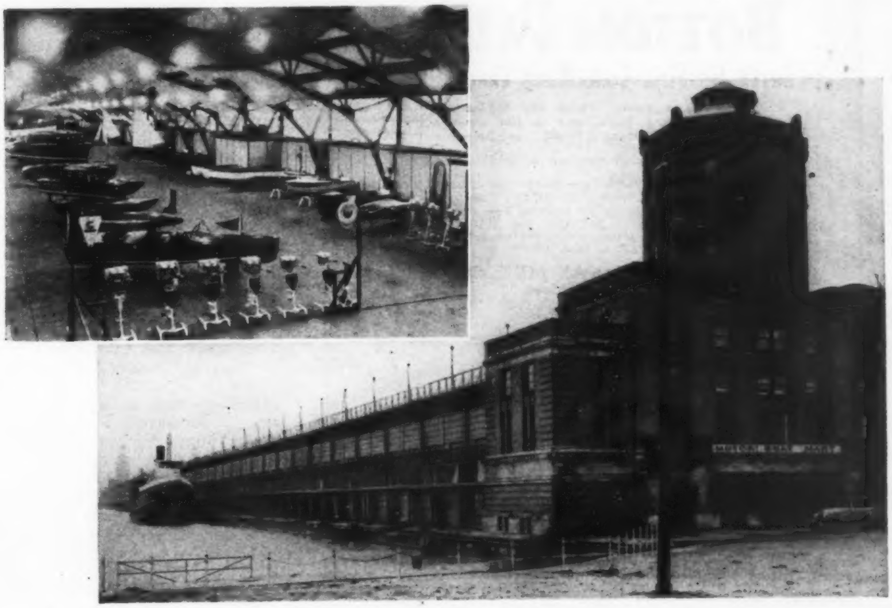
OHIO DART DEALER APPOINTED

Dart Boats Incorporated, of Toledo, Ohio, manufacturers of Dart speedboats, are pleased to announce the appointment of B. C. Wallace as the Dart dealer at Russell's Point, Ohio. Through his years of experience in the boating field, Mr. Wallace is particularly well qualified to represent the builders and the success of his operations on Indian Lake, where he maintains a large showroom and marine garage, seem most decidedly assured.

See the Permanent Marine Exhibit

MOTOR BOAT MART

CHICAGO, ILLINOIS



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Caille Motor Co.
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Hacker Boat Co.
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Indian Motocycle Co.
Johnson Motor Company
Kermath Manufacturing Co.
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Chris Craft Corp.
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Sterling Engine Co.
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Thompson Bros. Boat Mfg. Co.
United States Motors Corp.
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Van Blerck Motors, Inc.
John H. Wells, Inc.
Winton Engine Co.
Gar Wood, Inc.
Yachting

140,000 Square Feet for Displays

The Motor Boat Mart on the 2,200 foot Navy Pier in Chicago is the world's largest permanent marine exhibit where prospective boat purchasers have an opportunity of inspecting and comparing the leading makes of cruisers, runabouts, sail boats, outboard boats, power plants, outboard motors and accessories. The Motor Boat Mart is not a local enterprise but a national institution endorsed by Chicago civic authorities and yachting organizations to which thousands of visitors come every month from every state of the union.

1931 CHICAGO NATIONAL BOAT SHOW

The 1931 Chicago National Show will open at the Motor Boat Mart, April 24th and continue for ten days. During the period of the National Show manufacturers enlarge their exhibits with special displays to meet the demand of the greatly augmented show audience. To manufacturers desiring exhibit space for the year of 1931 we offer the three options given below. Mail coupon today for full particulars.

THREE OPTIONS FOR EXHIBITORS

Use the Coupon

Number 1

Chicago National Boat Show period, including one week prior to and one week after end of show. $1.50 per sq. ft.

Number 2

January 1 to June 1 of year, including exhibition in Chicago National Boat Show. $2.00 per sq. ft.

Number 3

January 1 to December 31 of year, including exhibition in Chicago National Boat Show. $2.50 per sq. ft.

MOTOR BOAT MART
Navy Pier, Chicago, Ill.

Please send us full particulars on exhibit space. We are interested in option number 1 ☐ 2 ☐ 3 ☐

Name..

Address..

City.................................State.................................

MARBLEHEAD
ANTI-FOULING
GREEN
BOTTOM PAINT
Saves Its First Cost Many Times Over

because it covers twice the Surface, lasts a long time, and is the most effective Bottom Paint produced.

"The highest grade product that can be used."—JOHN H. WELLS, Inc.
"Gives perfect satisfaction."—THE MATTHEWS COMPANY.
"Will use it exclusively."—HACKER BOAT COMPANY.
"We are satisfied with the results obtained from this remarkable paint."—HENRY J. GIELOW, Inc.
"Unable to find anything that will stand up as your paint does."—GEO. LAWLEY & SON, CORP.

STEARNS-McKAY MFG. CO.
Marblehead, Mass.

THE C-O-TWO
YACHT FIRE
EXTINGUISHING
SYSTEM

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Used on U. S.
Coast Guard
Boats

UNDERWRITERS
APPROVED

WERE the C-O-Two Fire Extinguishing System over-expensive, there might possibly be some reason to experiment with a less efficient form of protection. But with C-O-Two priced so reasonably, it is certainly false economy to temporize with inferior fire protection. You owe it to yourself, and those who place their safety in your care to learn about this system. May we send you a booklet showing how economical and effective it is. Address our factory or nearest representative.

C-O-TWO FIRE EQUIPMENT CO.
3700 Mines Ave., Los Angeles, Calif.

[REPRESENTATIVES]
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BOSTON, MASS. [illegible]
SAN FRANCISCO, CALIF. [illegible]
SAN PEDRO, CALIF. FELLOWS and STEWART [illegible]
WILMINGTON, CALIF. [illegible]
DETROIT, MICH. [illegible]
SAN DIEGO, CALIF. [illegible]
NEW ORLEANS, LA. [illegible]
VANCOUVER, B. C. [illegible]

MODERATE PRICE CRUISERS FOR MODERNS

"THE ancients got credit for a lot of things they really didn't have," announced the Wise One of the group. "When Cleopatra cruised up and down the Nile she had a ton of cushions to lounge on—silk hangings all around her, and slaves to fan her. But your wife, or mine would turn up her nose at the whole outfit."

We were talking boats—as men will when the last boat has gone ashore for the winter and the yacht club has become a place for conversation.

The Wise One went on: "Take the Roman emperor's galley that Mussolini just raised from the bottom of a lake. According to accounts, it was the last word in richness and luxury. But I'll bet that any 20th Century boy would rather have had an outboard motor, or an 18-foot cat.

"What's more, Cleo's barge probably wouldn't last five minutes in a one-reef breeze, and if you put a modern motor in that scow of Caligula's it would go through the bottom the first time you turned her over."

That started a promising line of conversation. This gasoline motor age, we agreed, not only has revolutionized transportation, but has created a manufacturing technique of its own. Every time a new type of transportation or motive power is introduced, its commercial development seems to follow a pretty well defined path.

Men first build something that will run with a reasonable amount of reliability and safety. When they have got it so it will work, they put speed into it—all the speed they can. And after speed and reliability, they turn their attention to quietness, comfort and beauty.

But in this day and age the manufacturer's problem isn't solved so long as ownership is limited to the few, because of price. Modern manufacturing methods aren't completely successful until they bring a product within the reach of the average income.

The automobile has gone through these four stages of evolution. The airplane is now going through them. The motor boat—oldest of the three types of transportation—entered the final phase only a few years ago.

Up at Algonac, Michigan, three generations of Smiths have planned and built boats through this entire cycle. Chris Smith and his sons have done much of the pioneering in every stage of motor boat development. And now Chris-Craft has crossed the last barrier in the cruiser field, with a new line of cruisers which combine reliability, speed and luxury with moderate price.

One of the new moderate price Chris-Craft cruisers in frame

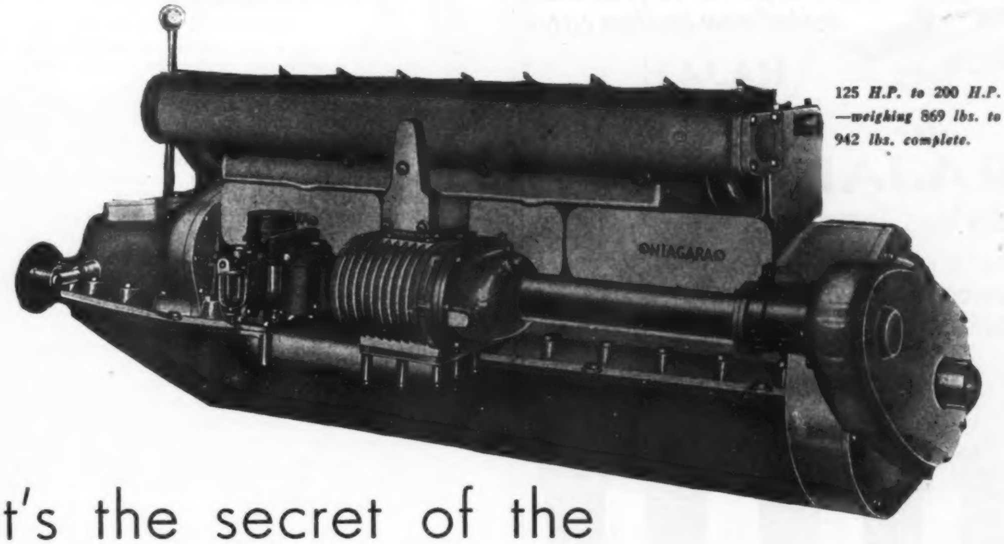
Before the end of the last century, Chris-Craft built staunch, trustworthy boats, not fast by modern standards, which would take the average family out on the water in comfort.

Then the world became conscious that the delightful possibilities of speed had not yet even been tapped. Transportation had to be fast, as well as dependable. So the Smith family turned its attention to speed—and Chris-Craft became a fleet thing that would click off miles on water at a rate our fathers had never dreamed of, even on land.

But of course, not everyone wanted speed such as this. Per-

(*Continued on page* 118)

MORE POWER FROM LESS WEIGHT----



125 H.P. to 200 H.P. —weighing 869 lbs. to 942 lbs. complete.

That's the secret of the brilliant performance of Niagara Eights

Because of their out-of-the-ordinary features and refinements, such as the built-in superchargers, and, integral reduction gear models, and unusually light weight, Niagaras develop more power with less weight and in less space than any other marine engines in their class.

And it doesn't take any higher mathematics to figure out that the less weight your boat has to carry per Horsepower the more readily it will outperform others. Moreover, the light weight of the Niagara goes hand in hand with increased strength, greater sturdiness and durability.

Strength as well as lighter weight has been gained by the use of special alloys and materials which asssure the greater strength to the vital parts of the motor. Each model is built without or with built-in supercharger which adds 40 per cent to the power of the same motor with but little increase in weight.

Niagara motors embody the same outstanding engineering features that have so tremendously improved the performance of modern day automobile and aviation motors, and are as far ahead of the old-fashioned marine engine as the flashing motor car of today is ahead of the chugging conveyance of a dozen years ago.

For Boats of Every Size and Type

Other Niagaras are available in types and sizes to suit every size and type of boat, 12-16 H.P., 4-cylinder, up to the 200 H.P. 8-cylinder, and with their in-built sturdiness, and power, freedom from vibration, and compact size, offer the ideal solution for the man who wants outstanding performance and trustworthiness. All models are completely equipped with electric starter and switch, generator, distributor, built-in Joe's Reverse Gear, fuel pump and strainer, flame arrester, tachometer drive, sump pump. Built-in supercharger or built-in reduction gear can be had as optional equipment at a small additional cost.

The Power of
Niagara
MARINE ENGINES

Our engineering department will gladly advise and assist you in the selection of the right outfit for your hull without the slightest obligation on your part. Just drop us a line stating the size and type of your boat and speed desired.

You'll find our prices an agreeable surprise.

NIAGARA MOTORS CORP., Dunkirk, N. Y.

To restore full power to your motor install new ignition cables with RAJAH Terminals

Use **RAJAH** Solderless Terminals to make quick reliable connections without solder or tool

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Send for our catalog listing everything needed by the yacht owner and sailor.

TOPPING BROTHERS
159 VARICK STREET NEW YORK CITY

MODERATE PRICE CRUISERS FOR MODERNS

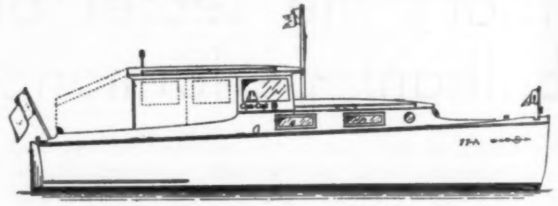
(*Continued from page* 116)

sonal comfort was a far greater consideration to the average man, just as most people prefer the luxury of a modern sedan to the pure speed of a racing car.

So the Smith family designed and built arm-chair comfort into roomy, safe family boats. They were smart mahogany craft—beautiful to the eye—easier to handle even than a motor car, and equipped with every imaginable device for convenience and dependability. Yet any of them would run circles around the motor boats of a few years before.

Still the trend changed, as the public began to see new possibilities in water travel. Next came the fast mahogany cruiser—with Chris-Craft pioneering new improvements every year. These boats were enlargments of the runabout, built entirely of mahogany, with high-powered engines that gave them speed almost equivalent to that of the runabouts. Built in lengths from 34 to 48 feet, these express cruisers provided sleeping accommodation and living quarters for the whole family.

But Chris-Craft was not yet satisfied that the ultimate in water transportation had been achieved. The Smiths of Algonac foresaw the day when thousands would turn to the water for recreation where hundreds had done so before. This called for a wholly new type of boat—one that had the main features of a yacht, but was not a yacht from the standpoint of size and cost. The rich man's sport had to be transformed into the average man's recreation.



Outboard profile of the new 36-foot Chris-craft family cruiser

During the past five years Chris-Craft has been planning, experimenting, building, testing, discarding. The goal they sought in addition to their runabout line was a capable, husky sort of boat, built for any kind of water or weather—a boat which would be a floating home for the whole family.

The problems were many—mechanical reliability and speed, roominess, completeness of equipment, safety, ability to provide comfortable travel under all weather conditions.

Against these problems the Smith family pitted the lessons learned from three generations of boat building. They built experimental cruisers—then took them out and lived on them for awhile, subjected motors and hulls to every conceivable test, found out just how seaworthy and staunch and comfortable they were.

Then they brought them back—modified designs here and there, changed mechanical specifications, added and altered equipment—until this new type of cruiser satisfied them all, from Chris Smith down to the youngest boy on the payroll.

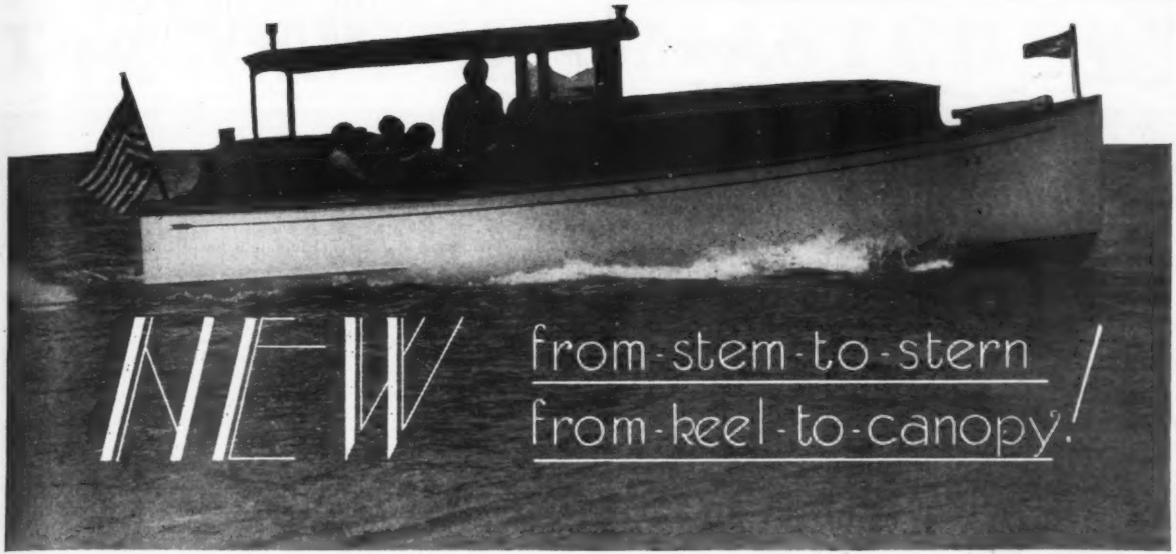
These new cruisers, as they finally emerge from the Chris-Craft shops, fully justify the years of patient study and planning that have gone into them. They really usher in a new era in water transportation. They are big, rugged boats, but beautiful; they satisfy every requirement of speed and mechanical reliability; every square foot of space is packed with the little niceties of home convenience and luxury that would make Cleopatra (or any other woman) clap her hands with delight.

The Smiths of Algonac foresee a time when thousands of families who have vainly sought real recreation on crowded, dusty pavements, will find it in a home afloat. They know the average man today is richer than any Roman emperor, because his dollar will buy luxury and pleasure that those old-timers couldn't command at any price.

The new Chris-Craft cruiser along with the new line of runabouts, which are going to help make this dream come true, will be first shown at the New York Motor Boat Show, January 16 to 24.

MONEL NAILS

Several boat manufacturers have been making satisfactory experiments with the use of Monel Metal nails for boat fastenings. Their experiences prove that monel nails are rigid, have no coating to chip off, are absolutely rust-proof in salt and fresh water, are highly resistant to corrosion, and have great holding power in wood.



THE 1931 Richardson Cruisabouts are not revamped 1930 models. Instead, they're new in design, new in features and new in performance.

The lines have been greatly improved to give more beauty, more economical speed, greater seaworthiness and easier riding and steering qualities. The construction is as staunch as a 40-footer and more rugged than ever before to withstand the hardest use.

And in addition to these, there are 34 features that make the 1931 Cruisabouts more comfortable, more spacious, more livable and bigger value than has ever been offered for prices as low as $3,585 for the Single Cabin Cruisabout, $3,685 for the Day Cruisabout and $4,185 for the Double Cabin Cruisabout.

Be sure to see these new 1931 Cruisabouts at the Cruisabout dealer nearest you or write for the 1931 Cruisabout booklet "E-31" which will be sent without cost or obligation to you. Early and prompt spring delivery is guaranteed on orders placed now.

RICHARDSON BOAT COMPANY, INC.
349 Sweeney Street North Tonawanda, N. Y.

Richardson
Cruisabouts

34 FEATURES OF THE 1931 RICHARDSON CRUISABOUTS

1. Length—29'11½" (30 ft.)
2. Beam—9'.
3. Draft—2'4".
4. Power—6 cyl. 60 H.P. Gray as standard equipment.
5. Speed—13 miles.
6. Everdur bronze screw fastenings for planking.
7. Motor compartment completely and positively ventilated.
8. Gas tank fillers and vents outside of cockpit.
9. New type hand rail on canopy.
10. Built-in binnacle at top of steering gear column.
11. 4" card compass.
12. Automatic spark control.
13. Gas control lever at top of steering gear column.
14. 20" diameter marine type steering wheel.
15. Extra large full length clothes lockers.
16. Cabin interior light green with mahogany trim.
17. Extra wide, soft, flat, Machmann spring berths.
18. Attractive, figured upholstery cloth.
19. New type full size lights in cabin and toilet room.
20. Extra large galley sink (12x18).
21. Screen panel in companionway door.
22. Dome light in cockpit.
23. Replaceable bronze strut bearing.
24. Stuffing box on rudder port.
25. Self closing valves on scupper, sink and toilet outlets.
26. Tobin bronze shaft.
27. Full headroom in cabin.
28. Extra large duffle bin at stern of Single Cabin model.
29. Removable shelf at galley sink.
30. Murphy fasteners on all cockpit curtains.
31. Better muffler.
32. Anti-chafe rails for mooring lines.
33. Genuine French polished plate glass.
34. Toe rail on each sheer from bow to aft of amidship.

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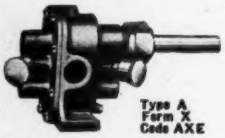

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NEW YORK, N.Y.

THE INSIDE WATERWAY—NEW YORK TO FLORIDA

IN the interest of parties desiring to navigate the Inside Waterway from New York to Florida in the near future, Capt. H. A. Cotton of the Coast and Geodetic Survey, has compiled the latest information regarding this route. This information has been furnished through the courtesy of the several U. S. District Engineers in charge of the different sections of this waterway.

DELAWARE AND RARITAN CANAL

Through the canal there is a depth of 7—7½ feet. It is reported that the controlling depth for the use of the canal occurs in the Delaware River entrance off Bordentown, N. J., this reported critical depth being 4½ feet. There is a mean tidal range of 4.9 feet at this point.

CHESAPEAKE AND DELAWARE CANAL

U. S. Engineer Office, Wilmington, Del.

The controlling depth is at Reedy Point Entrance, where there is now 8.5 feet at mean low water. At this point the bottom is soft and there is a 6 feet range of tide. Redredging is now in progress here. Through the remainder of the canal the controlling depths at local low water are in excess of twelve feet.

NORFOLK, VA., TO PUNGO RIVER, N. C.

U. S. Engineer Office, Norfolk, Va.

The portion of the waterway in the Norfolk, Va., District between Norfolk, Va., and the New Holland, Higginsport & Mt. Vernon Railroad bridge, about one mile north of Wilkerson Creek, has a controlling depth of nine feet which exists in North River, N. C., just south of the North Carolina land cut section of the waterway. There exists a depth of 11.5 feet in the North Carolina land cut, 11 feet in the greater part of North River, N. C., and 10 feet in the Alligator River-Pungo River land cut, while the remaining sections of the waterway located in this district have the project depth of 12 feet at mean low water, according to latest surveys.

The Alligator River-Pungo River land cut, connecting Alligator and Pungo Rivers, N. C., is now being redredged to the project depth of 12 feet, which work will be in progress this fall and probably during the winter months.

PUNGO RIVER, N. C., TO CAPE FEAR RIVER ENTRANCE, N. C.

U. S. Engineer Office, Wilmington, N. C.

Between Pungo River and Beaufort Harbor the available low water depth is 12 feet, excepting for a short distance in the cut between Neuse River and Beaufort Harbor, where the present low water depth is only 10 feet. This shoal is in the land cut between the heads of Adams Creek and Core Creek, a few miles north of Core Creek bridge.

From Beaufort to a point 5 miles east of New River, 12 feet is available at mean low water; for the next mile the depth varies from 7 to 12 feet; thence to a point one mile west of New River the depth is 12 feet. The distance from Beaufort Harbor to New River is approximately 42 miles. The depth in New River Inlet is usually 2½ to 3 feet at low water, but this depth is subject to rapid changes. Bogue Inlet, opposite Swansboro, usually has a low water depth of about 6 feet, but the depth in this inlet is also subject to rapid changes.

Work has just been started on the New River end, in the section of the waterway between New River and the causeway at Wrightsville. This portion runs through marshes, containing many small, shallow channels only navigable by row boats at low water. This section is about 36 miles long.

The section between Wrightsville and Cape Fear River has been dredged to a depth of 12 feet. Some shoaling has taken place in the land cut between the sound and the river and the present low water depth is only 8 feet through this cut. At low water a boat drawing 5 feet can enter Masonboro Inlet, the inlet just south of Wrightsville Beach, and reach the Inland Waterway at Wrightsville Sound. The distance from the causeway at Wrightsville to the channel in Cape Fear River is about 16 miles.

WINYAH BAY, S. C., TO BEAUFORT, S. C.

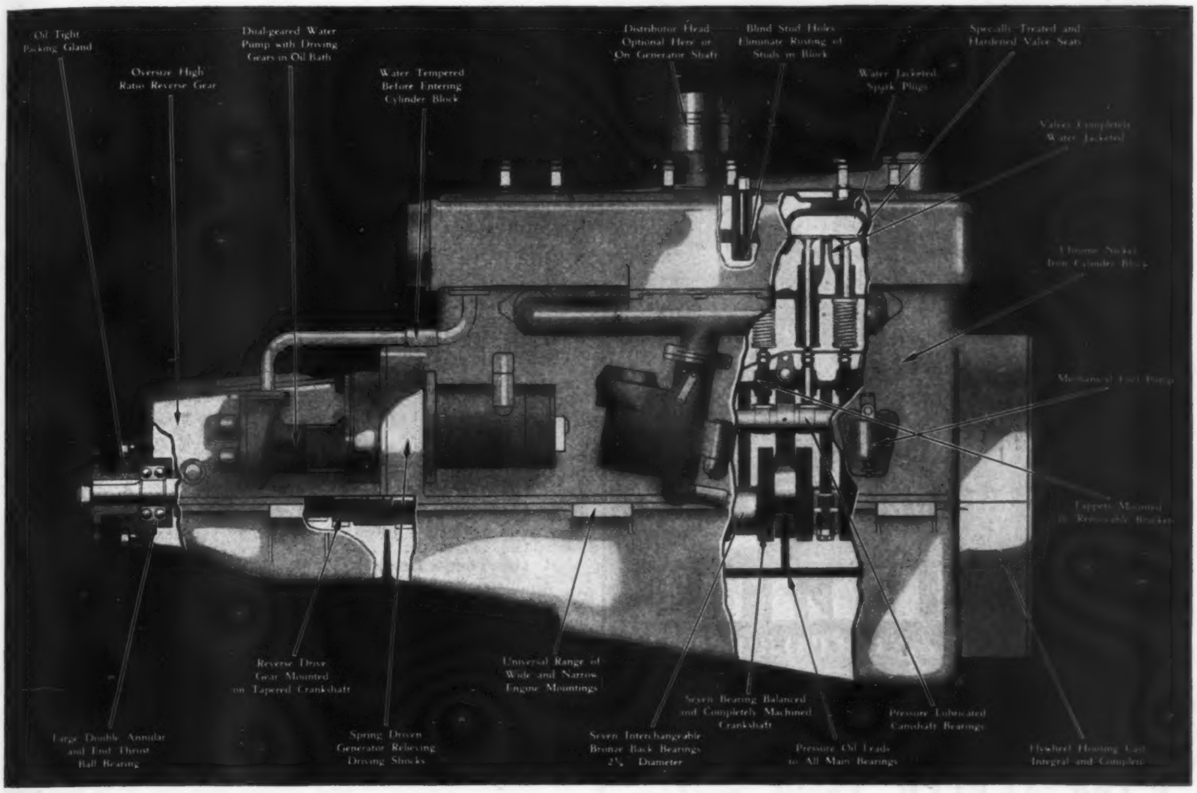
U. S. Engineer Office, Charleston, S. C.

The Intracoastal Waterway from Charleston to Winyah Bay, S. C., has controlling dimensions of four feet at mean low water for a width of sixty feet, except for small, isolated shoals at the mouth of the Estherville-Minim Creek Canal, Casino Creek, Club House Creek, Graham Creek, Salt Pond Creek, and Capers Creek. In these creeks the depths at the shoals are less than four feet at mean low water; but, owing to the fact that they are in general composed of soft material, they do not obstruct the passage of a vessel drawing four feet. This office expects to restore all of these shoals to project dimensions of four feet depth at mean low water and sixty feet width by the latter part of January, 1931.

The Intracoastal Waterway from Charleston to Beaufort, S.C., has controlling dimensions of seven feet at mean low water for a width of seventy-five feet, except for a shoal in North Creek,

(Continued on page 122)

The NEW SEA-MASTER "6"


Oil Tight Packing Gland
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Dual-geared Water Pump with Driving Gears in Oil Bath
Water Tempered Before Entering Cylinder Block
Distributor Head Optional Here or On Generator Shaft
Blind Stud Holes Eliminate Rusting of Studs in Block
Water Jacketed Spark Plugs
Specially Treated and Hardened Valve Seats
Valves Completely Water Jacketed
Chrome Nickel Iron Cylinder Block
Mechanical Fuel Pump
Tappets Mounted in Removable Brackets
Large Double Annular and End Thrust Ball Bearing
Reverse Drive Gear Mounted on Tapered Crankshaft
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Pressure Oil Leads to All Main Bearings
Pressure Lubricated Camshaft Bearings
Flywheel Housing Cast Integral and Complete

A Marine Motor for Marine Use
. . . A Truck Horse for a Truck

The Sea-Master "6" is a small light "six" packed with power and built to outlast anything of comparable size in the marine field. Note the impressive array of specifications on this new engine. Here's a mechanically perfected piece of machinery *actually designed for its original use.* The Sea-Master is every inch a marine engine — designed and built by Kermath for years of hard work. No compromise has been made with quality or price. But in a year of thrift this thrifty "six" will serve you with a time proved and trustworthy performance to claim and hold your loyalty for its sturdy and relentless power. The Kermath Sea-Master ranges from 25 to 85 Horsepower. It is engineered to meet the exacting demands of marine usage — outlive, outwear and outpull any automobile conversion of equal or similar displacement. And what is more—its priced to sell in hard boiled competition. Use a marine motor for marine use . . . a truck horse for a truck!

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Plenty of light—

also power for pumps, fans, anchor hoists, electric tools — Homelite Electric Generator sets for boats and camp—small enough for 30-footers, big enough for 70's.

Generator stows in 14" x 21" x 21" weighs 110 lbs. Price includes 32 volt direct current generator with built-in, 1½ H. P. Homelite air-cooled gasoline engine, 2500 watt hour storage battery, and switch box.

Write for details.

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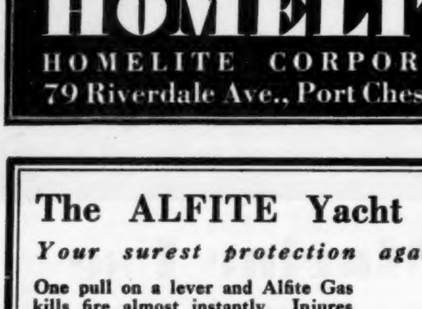

with a Hi-Duty Bilge Pump. Long life, dependable service, quiet in operation. 12-32 or 110 volt motors.

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259 Greenwich Street New York, N. Y.

THE INSIDE WATERWAY—NEW YORK TO FLORIDA

(*Continued from page* 120)

near Edisto Island. The depth at this shoal is 6.0 feet at mean low water for a width of forty feet. This creek will probably be restored to project dimensions during the first part of February, 1931.

BEAUFORT, S. C., TO ST. JOHNS RIVER, FLA.

U. S. Engineer Office, Savannah, Ga.

The controlling depths through this section of the waterway are as follows; effective dates are noted:

	Depth	Date
Brickyard Creek	7.1	June, 1930
Archer Creek	6.8	June, 1930
Ramshorn Creek	7.4	June, 1930
Fields Cut	8.3	June, 1930
St. Augustine Crossing	7.0	June, 1930
Skidaway Narrows	7.9	June, 1930
Florida Passage	7.0	June, 1930
Creighton Narrows	7.1	May, 1930
Mud River	8.1	May, 1930
Old Teakettle Creek	6.7	May, 1930
Little Mud River	7.7	May, 1930
(a) Three-Mile Cut	5.0	May, 1930
(a) One-Mile Cut	7.0	May, 1930
(b) Generals Cut	0.6	May, 1930
*Frederica River	4.3	May, 1930
Mackay River	6.2	May, 1930
(b) Back River	6.0	June, 1930
Jekyl Creek	7.5	May, 1930
(b) Plantation Creek	5.8	May, 1930
(b) Jointer Creek	1.4	May, 1930
(b) Umbrella Cut	6.1	May, 1930
(b) Dover Cut	13.5	May, 1930
(b) Todds Creek	1.6	May, 1930
Cumberland Dividings	7.5	May, 1930
Fernandina to St. Johns River, Fla.	5.8	May, 1930
Cut between Baileys Cut and Dover Creek	Not commenced	

(a) Alternate routes.

(b) Auxiliary routes.

*A depth of 6.2 feet can be obtained by way of Mackay River.

ST. JOHNS RIVER TO BISCAYNE BAY

U. S. Engineer Office, Jacksonville, Fla.

Extensive dredging operations are now in progress along this section of the Intracoastal Waterway with the immediate purpose of securing a usable channel 5-6 feet deep and 60-75 feet wide pending the completion of the waterway to full project dimensions of 8 feet depth at Mean Low Water with 100 feet width.

There are at present twelve pipe line dredges at work on the canal; also one bucket machine dredging plant and two snag-boats. A total of nearly 2,000,000 cubic yards of material has so far been removed. The indications now point that a depth of approximately five feet will be available throughout the entire project by January 1, 1931.

Existing available depths through the waterway at this time are as follows:

ST. JOHNS RIVER TO ST. AUGUSTINE INLET

Controlling depth, two feet. Location, vicinity of Palm Valley Landing. Two dredges, approaching each other are expected to meet about November 1, 1930. Controlling depth then, 4½ to 5 feet.

The last reported depth in St. Augustine Inlet was 8 feet at Mean Low Water, with an average tidal range of 4.2 feet.

ST. AUGUSTINE—PONCE DE LEON INLET

The location of the controlling depth is in the Fox Cut section, south of Matanzas Inlet, and at low tide and certain directions of the wind this depth may not exceed 2½ to 3 feet. At high tide and normal conditions a depth of from 3½ to 4 feet can now negotiate this channel. A Government-owned derrick boat is stationed at this locality to assist passing traffic, if necessary.

The last reported depth in Ponce de Leon Inlet was 6 feet at Mean Low Water with an average tidal range of 2.3 feet.

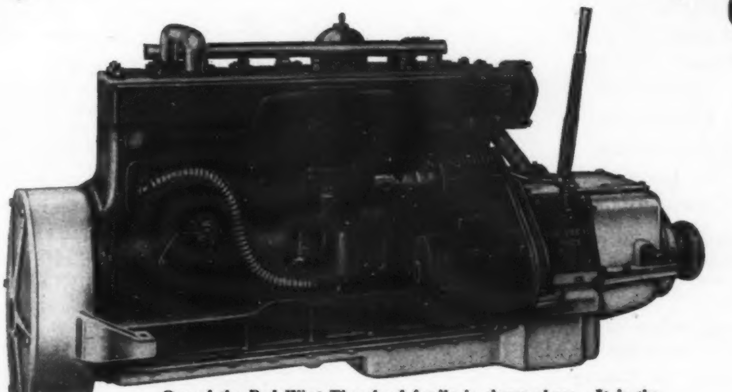
PONCE DE LEON INLET—LAKE WORTH INLET

Shoals at the Indian River approach to the Haulover have been removed, and a 15-inch pipe line dredge is engaged in removing shoals extending northward from the Haulover in Mosquito Lagoon. Shoals having an available depth of from 4½ to 5 feet may be expected to be encountered in the Indian River, in the vicinity of Grant's Farm and Vero Beach. Two obstruction shoals at the south end of the India River, in the vicinity of St. Lucie Inlet, have been removed, providing a usable channel with a depth of 5 feet. Two dredges are approaching each other in the waterway connecting Jupiter River with Lake Worth. These dredges should meet about November 1, 1930, thus providing an available depth of 5 feet.

(*Continued on page* 124)

Red Wing Thorobred
THE MOTOR WITH POWER TO SPARE

BUILT TO STAND THE DAILY GRIND



One of the Red Wing Thorobred family is shown above. It is the Arrow Junior—newest of the 19—and a decided credit to its distinguished circle. It is Red Wing's highest speed power plant (6 cylinder, 4 cycle, bore 3⅜", stroke 4¾", piston displacement 255 cubic inches.) Yet, with all its speed, it has the same ruggedness that insures years of long service.

It's a tough job to wear out a Red Wing. They are built to stand pounding—and use—and abuse. Of course, any motor will last longer with good treatment—but you'd be surprised how much punishment a Thorobred will stand without a whimper.

There is really no news to this. Boat owners have for years likened the ruggedness of a Red Wing to the smooth side of a Maine rock. Sometimes, in their enthusiasm to tell of its stamina and dependability, they have forgotten to mention the exhilarating smoothness and speed of this truly remarkable marine motor.

Red Wing "Big Chief" Six
5x7 and 5¼x7, sizes to 150 h. p.
Also built in 4-cyl. types. Single or twin screw engines, providing wealth of power for larger cruisers or work-boats.

Write for a copy of the new Red Wing catalog describing the full line of 4 to 150 H. P. Thorobreds. It will be sent immediately.

RED WING MOTOR CO.
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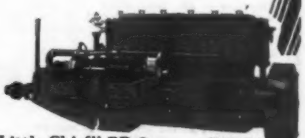
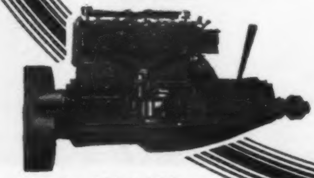
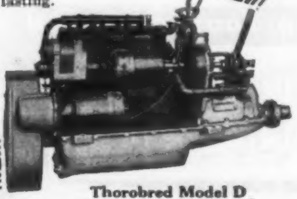


"Little Chief" BB-6
Medium duty type
6-cyl.—60-85 h. p.
Nothing finer for cruiser or passenger craft. Smooth running, powerful and lasting.



Thorobred Model BB-4
Medium duty type
4-cyl.—40-50 h. p.
Rugged and reliable power for cruiser, commercial boat or auxiliary.

Red Wing "Arrow"
High speed type
6-cyl.—40-80 h. p.
Powerful and delightfully smooth. A favorite for fast runabouts.



Thorobred Model D
Light weight, high speed
4-cyl.—10-14 h. p.
Ideal for runabouts, yacht tenders, fishing boats or auxiliaries.

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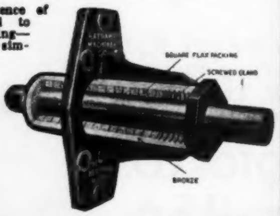

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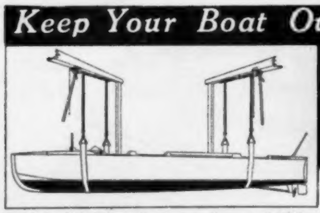
New Bedford, Mass.

Keep Your Boat Out of the Water



SIMPLICITY BOAT HOIST
and MOORING SLING

KEEP your boat high and dry when not in use. Protect it against chafing and abrasions due to banging against dock and flotsam. Install a SIMPLICITY BOAT HOIST. The double hoist illustrated acts as a cradle. No parts to wear out. Just run your boat over the slings; give ratchet lever a few pushes and the boat is clear of the water.

Double Hoist for boats of 18 feet or more. Lifting capacity 5,000 lbs. Price, standard type $75.00. Slings and cables extra.

Write for illustrated booklet on double and single type hoists

JOHN W. LOOSCHEN
167 East 31st Street
PATERSON NEW JERSEY

THE INSIDE WATERWAY— NEW YORK TO FLORIDA

(Continued from page 122)

It is understood that there is an available depth of about 16 feet in Lake Worth Inlet.

LAKE WORTH INLET—NEW RIVER INLET

Existing shoals at the north and the south end of Lake Worth will be removed by January 1, 1931. These shoals are such that an available depth of not to exceed 4 feet exists. The nature of the material, however, is such that craft may pass over these shoals with draft greater than 4 feet. A depth of not to exceed 3 feet now exists in Lake Boca Raton. It is expected this shoal will be removed by January 1, 1931.

The channel through New River Inlet is generally good for a draft of from 5-6 feet.

NEW RIVER INLET—MIAMI

One pipe line dredge is now at work removing existing shoals on this reach of the improvement and has advanced from the north end of Biscayne Bay to the vicinity of Hallandale. The controlling depth for this reach is in the vicinity of Dania Inlet (New River Sound). At high tide a depth of 4 feet can negotiate this shoal. It is now expected a controlling depth of 5 feet will obtain throughout this reach of the improvement by January 1, 1931.

LATE REPORT ON THE BEAUFORT-SWANSBORO RUN

Recent information received from a resident of Swansboro, N. C., states that work has now progressed to a point where a 12-foot draft can be carried all the way from Beaufort to Swansboro, and on past New River for three miles. He states that there is a depth of ten feet from Swansboro out over Bogue Inlet Bar, and practically the same at New River. This makes the outside run considerably shorter, as yachts leaving Swansboro can go out through Bogue Inlet or Browns Inlet, in Masonboro Inlet, over into the new canal, and then into Cape Fear River to Southport. This makes it unnecessary to go around Frying Pan Shoals, or through Corn Cake Inlet, as before.

Swansboro has an excellent harbor with good holding bottom in ten feet of water. Docks, fresh water, marine railways, gas and oil, and supplies of all kinds are available. The harbor is just off the new canal at Swansboro.

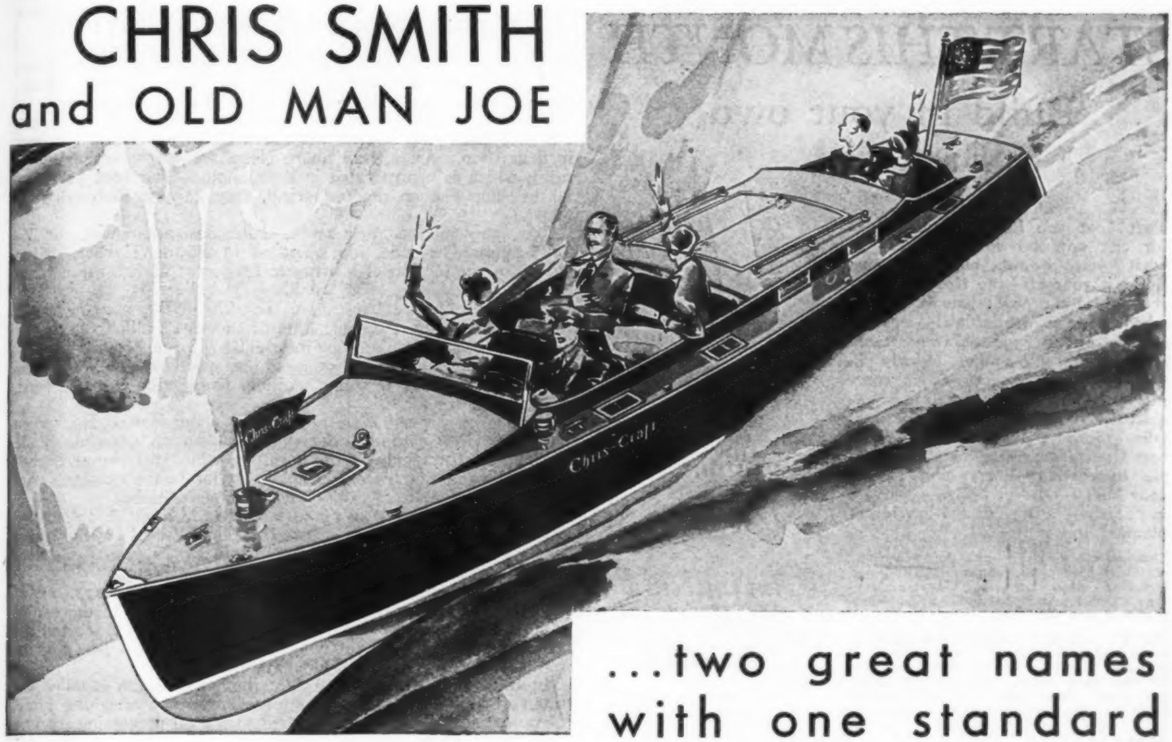
R. L. Kingston with the Winnepesaukee Power Boat Association Runabout Trophy which he won with his 26-foot Hackercraft Beth K II at The Weirs, N.H. A 225 h.p. Kermath drives her 44 m.p.h.

MONEL SHAFTS USED IN ENDURANCE RUN

Monel Metal shafts 1⅛ inches in diameter by 78 inches long are being used in the two 22-foot Dee-Wite runabouts now engaged in a spectacular endurance run from Detroit across the Great Lakes and through the barge canal to New York, to the Gulf of Mexico, up the Mississippi and thence back to Detroit again. Monel Metal was selected for the shafting because of its great strength and rigidity.

Advertising index will be found on 3rd last page

CHRIS SMITH and OLD MAN JOE



...two great names with one standard

Above is one of the Chris-Craft Models in which Joes Gears are standard equipment.

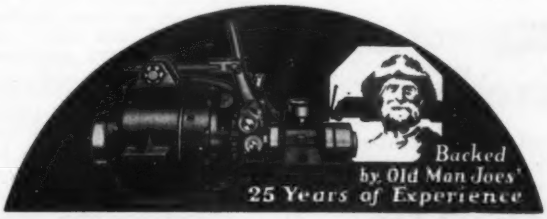
CHRIS-CRAFT creations are built to the finest known standards—the same relative standards as JOES FAMOUS REVERSE GEARS. And so, meeting on a common ground of *quality*, the two are natural allies.

Old Man Joe has made warm friends of boat and engine builders, by producing a gear that gives smooth, dependable performance *over a long term of years.*

And by being constantly alert to changes in design and present-day requirements, this circle of friends has grown to include practically all of the foremost builders of fine boats and engines in the country.

"Vest Pocket Rules of the Road" Is Free. . . . . . Write for it.

53 Engine Builders
Standardize on
JOES GEARS



Snow & Petrelli Mfg. Co.
19 Fox Street
New Haven, Conn.

JOES FAMOUS REVERSE GEARS

REVERSE 80%-88%
of Motor Speed

START THIS MONTH

Build in your own Backyard

That boat you have always longed for can now be yours for 1/3 of what you would normally pay. Build it yourself—the Brooks way—and pocket the profit you would pay a boat-builder. Just think!—a graceful, sea-worthy, speedy, comfortable craft—built easily and quickly in your own garage or yard. No complicated knowledge of carpentry required. No chance to make a mistake. Simply assemble the numbered parts according to clear, simple instruction sheets, and there's your boat — true in design — perfect in finish — built as the architect planned it.

Thousands have built boats they are proud of. Over 55 designs from which to choose, including cabin cruisers, V-bottom runabouts, outboard speedsters, hydroplanes, rowboats and sailboats.

Our big catalog describes these boats in detail and tells how amazingly easy it is to build them the Brooks way. *Send 10c for this book today. Act quickly. Don't lose time.* Build your boat now and be ready for the first glad days of spring.

a Cruiser

a Sail Boat

a Runabout

an Outboard Speedster

—or most any craft your fancy desires—

BROOKS BOAT COMPANY, Inc.
Dept. N-3
Saginaw West Side Michigan

PRODUCTS FOR MARINE SERVICE

- AC Instrument Panels
- AC Tachometers
- AC Thermo Gauges
- AC Oil Pressure Gauges
- AC Ammeters
- AC Spark Plugs

Write for descriptive folder, giving us name of your nearest dealer

AC SPARK PLUG COMPANY
FLINT, *Michigan*, U. S. A.

36 Feet of home-like comfort are embodied in this unusually able WhitneYacht.

WhitneYachts

WHITNEY WOODCRAFT CORP.
EAST HARTFORD, CONN.

TESTING UNDER SERVICE CONDITIONS

MURRAY & TREGURTHA, INC., pioneer engine manufacturers, whose plant is located at North Quincy, Mass., believe in developing their new engines in thorough manner.

For many months they have been perfecting their oil engine, but they were not content with even the most exhaustive tests in their shop. After their Shore Nebulizer oil-processing equipment, which is incorporated in their engines, had been perfected in the shop and on the test stand, they gave it thorough trial afloat.

For many months their test and demonstration boat, the 36-foot cruiser Gertrude, has operated in Boston Harbor, driven by one of the old model Murray & Tregurtha 35-h.p. three-cylinder engines equipped with the Shore Nebulizer.

While her clear exhaust gives no clue to the fact, nevertheless she is burning the same kind of diesel oil which the fishing boats burn in their diesel engines. The skipper, Captain Anderson, runs alongside the floating filling station and takes on the run of the fuel as it comes, sailing away with clear exhaust, which surprises all.

On the day on which we made a trip about Boston Harbor on the Gertrude, Captain Anderson had taken on a supply of 35 degree oil, costing nine cents a gallon, which the engine burned completely without trace of smoke or odor in the exhaust. Acceleration and maneuverability were above criticism.

The engine installed is not a late type Murray & Tregurtha, but one of the older models with the Shore Nebulizer equipment for burning fuel oil. A three-blade 30 by 26 propeller drives Gertrude slightly better than nine miles an hour.

This oil-burning engine is remarkable in several ways, one of which is the fact that oil is processed and burned in the engine without high pressures characteristic of the diesel type, and the combustion charge is ignited by electric spark just like a gasoline engine. This is not a diesel engine.

In fact, the engine has all the simplicity of the gasoline engine, as well as occupying no more space nor weighing more. There are only three moving parts to the oil-processing feature, and none of these requires adjustment.

This Nebulizer is simple, uncanny. Space here does not permit going into detail, so we can only describe this as a double-chambered cylinder about nine inches diameter mounted on the side of the engine in which fuel oil is transformed into dry vapor by means of vacuum. The tiny globules of oil are actually pulled apart by vacuum, and the suction of the pistons draws the dry vapor into the cylinders, where it is fired by electric spark. There are no high pressures and no delicate adjustments.

The whole process takes place at low temperatures so that no cracking of the oil takes place, hence no carbon deposits are made in the engine.

The uncanny feature is found in the fact that oils which require 600 to 700 degrees F. of heat to distill into vapor are perfectly processed so that perfect combustion takes place, although the heat during the processing in the Nebulizer is never over 400 degrees F. This liberates thousands of units of energy for power development in the cylinders.

When we left Gertrude with Davie Bennett, sales engineer of the Murray & Tregurtha organization, at the conclusion of a trip on which the engine performed every stunt on the list, we felt like taking off our hat to the wonderful little machine.

DODGE SIXTEEN FOOTER FOR TAXI WORK

In several parts of the country concerns doing boat livery and marine taxi work have discovered the practicability of using the little Dodge sixteen-footer for carrying small numbers of passengers on days when not enough passengers appear to fill the 25-foot Dodge boats used by the companies on their regular trips. Four of the Dodge sixteen-footers have recently been placed in this service by a marine taxi concern at Sea Cliff, L. I., which also operates two of the Dodge 25-footers. Two sixteen-footers are serving a similar purpose for a company at Long Beach, L. I., and others are doing the same work in other parts of the country, notably in the south, Chicago and California.

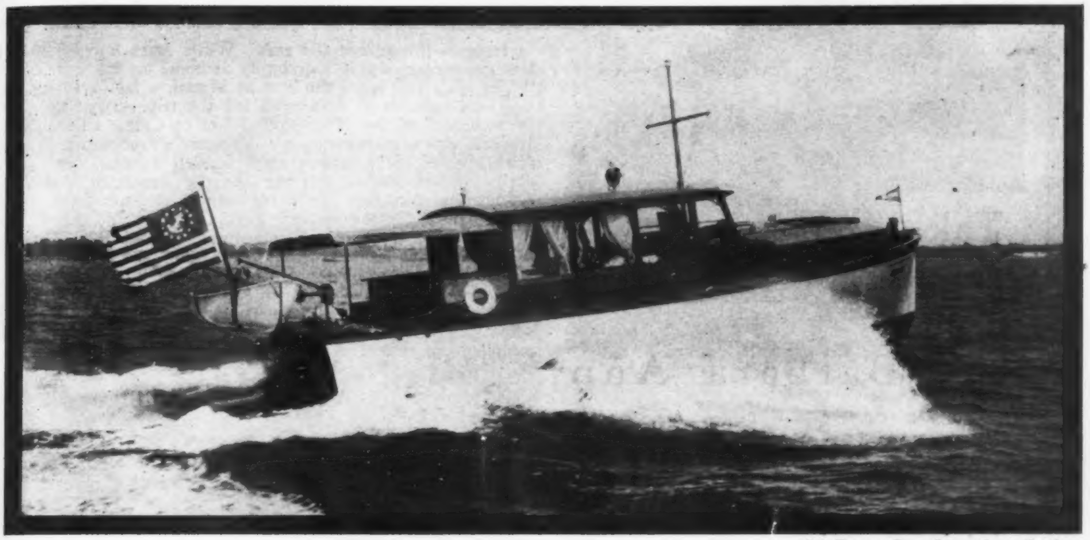
FITZGERALD IN NEW POST

Millard, Brewster & Chambers, of 230 Park Avenue, New York City, announce that Kenyon B. Fitzgerald, formerly with Chester A. Nedwidek, has joined the brokerage department of their firm.

NEW GAR WOOD DISTRIBUTOR

Allmand, French and Thompson, Inc., one of the leading boat establishments in the city of Detroit, has been appointed by Gar Wood, Inc., as distributors for Gar Wood speed boats throughout a large section of the state of Michigan and for Lucas County, Ohio. Gar Wood models are now on display in the show rooms of Allmand, French and Thompson at 6460 East Jefferson, Detroit.

Advertising index will be found on 3rd last page



36-Foot Combination Sedan

1931 WHEELER "PLAYMATES" on Exhibition at the JANUARY MOTOR BOAT SHOW New York City

Our new line of seventeen "Playmate" models will be on display at the forthcoming New York Motor Boat Show. They will represent the very best in modern boat-building practice.

In details of construction, in hull strength, and in point of furnishings and fittings, these new "Playmates" will surpass, model for model, every competitive stock boat in the various classes. No attempt has been made in any model to meet price competition.

Every modern improvement which has been brought to our attention the past year and which has passed the rigid tests to which they were subjected, has been incorporated in the new models. General layouts and cabin appointments have been given the most exacting consideration, so that perfect cruising comfort will be assured.

The new models include boats from 22 feet to 62 feet in a most attractive variety of cabin arrangements—in short, the new "Playmate" line offers a boat for every possible requirement.

Our Florida Representatives: COUZENS & DALY, 214 Calumet Building, Miami, have on exhibition a "Playmate" 30-foot twin-screw specially designed Guide Boat ready for immediate demonstration at any time.

WHEELER SHIPYARD

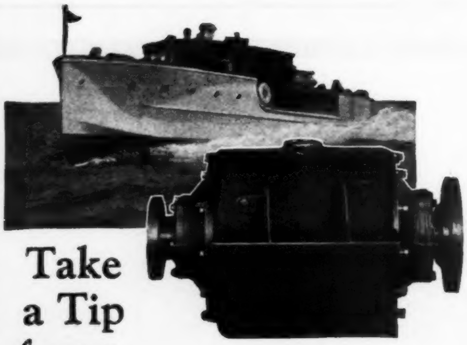
Distribution Points

Boston . . .	Stearns Marine Service Co., 40 Broad Street
Syracuse . .	C. E. Brown, James Street and Oswego Boulevard
Houston . .	Tracy Parks, Second National Bank Building
Miami . . .	Couzens & Daly 214 Calumet Building
Chicago . .	Corwith Cramer, 228 North LaSalle Street
Cincinnati .	Ohio River Motor Boat Co., Hotel Alms
Cleveland .	Porter Marine Sales Co., Clifton Park Lagoon, Lakewood, Ohio
Detroit . . .	Detroit Marine Garage, 7435 Jefferson Avenue East
Los Angeles	Alfred E. Mackenzie, 1300 Angelus Avenue

WHEELER PLAYMATES

Our 1931 Catalog "A" will soon be ready for distribution. In the meantime, you are cordially invited to visit our Shipyard where you can inspect "Playmates" in the building and test their performance in the open sea. An appointment can be made by telephone.

WHEELER SHIPYARD
FOOT HARWAY AVENUE
BROOKLYN, NEW YORK
PHONE MAY*flower* 7600



Take a Tip from the Barbara Ann

The 48½ ft. Cabin Cruiser, Barbara Ann, illustrated herewith, is only one of the many highly successful Morse Reduction Gear installations in service. It is powered by two Model 125 Kermath engines, driving through two Model F Morse Straight-Line Reduction Gears. Cruiser builders and owners find Morse Reduction Gears of particular advantage in gaining the maximum in boat performance because they are the medium that offers the exactly right propeller speed for the wheel best suited to the craft. Gears are run in a water jacketed case, assuring maximum efficiency and quietness. Installation can be made in boats already in service. Write for full particulars and prices.

MORSE CHAIN CO., DETROIT, MICH.

MORSE
REDUCTION GEARS

SPEED IS NOT ALL A MATTER OF MOTOR

Keeping your boat out of water when not in use preserves half your speed. Keep your boat away from hull-destroying marine growths! Prevents its becoming water soaked and poky! Prolong its life . . . preserve its vigor! We have a boat hoist for every requirement . . . a hoist that swings your boat up high and dry in a few minutes . . . and lets it down again in as short a time . . . Hand or electrically driven. Send for Booklet.

ALGONAC BOAT HOISTS

MONNIER BROS. inc.
ALGONAC
MICH.

HIGH LUSTRE
No "WHITE" Deposit

NO NEED of dull metal around the boat when I. C. U., with very little effort, will give copper, brass and bronze a high lustre with no "white" deposit. Sample free. Dealers and jobbers wanted.

THE LIVINGSTON COMPANY, DEPT. T
New Haven, Conn.

I·C·U· METAL POLISH

4,000-MILE ENDURANCE RUN

(*Continued from page* 40)

in regattas throughout the east. While Miss Radcliffe has had less experience, she is thoroughly at home on the water.

The girls will leave the boat at Miami, a factory crew taking over the controls at that point for the trip across the Gulf of Mexico and up the Mississippi River to Cairo, Illinois. L. F. Rogers, sales manager, Jack Prosser, experimental engineer, Carl Mehrer, field service man, Russell Pouliot, designer and Ralf Hulton, official observer for the American Power Boat Association, composed the party making the run from the Dee Wite plant in Detroit to New York City.

A dispatch from Miami indicates that the Dee Wite boats arrived at that city on November 15 and since they left New York on November 3, it would indicate that they consumed about twelve days to make this run. Since the weather during the previous two weeks has been unusually stormy it is apparent that some stopovers were made on account of the weather. A more complete report will be available for our next issue.

One of the Staples Johnson Marblehead Guide boats participating in the demonstration cruise in Mexico. Universal Twin Sixes drive her at a good clip

CRUISER AD COMMENTED UPON

A recent number of Advertising and Milline Data singles out the Richardson Cruisabout advertisement which appeared in the August number of MoToR BoatinG as one of the best advertisements of the year. In commenting upon it they state that "this whole page rings with selling force and . . . is one of the outstanding boat messages."

SMALLER ENGINES

Sensing a trend toward the increasing popularity of small standardized boats, the United States Motors Corporation of Oshkosh, Wisconsin, have announced their intention of concentrating production on smaller-sized engines. They will devote their entire manufacturing facilities to four Falcon models from 5 to 40 h.p. particularly adaptable for runabout, small cruiser and auxiliary power use. This will not only effect economies which will result in lower prices but will also bring about even higher standards of quality.

DUPLEX CHOSEN AS STANDARD

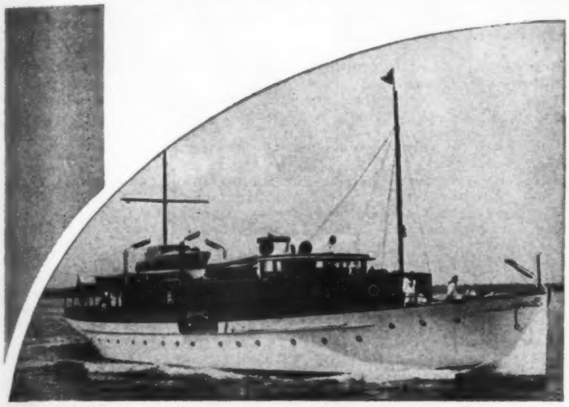
A new line of marine engines has been presented by Murray & Tregurtha of North Quincy, Mass. They are old, long established manufacturers whose engines have been known for years for faithful dependability and service. For several months past their engineers have been incorporating the very latest developments into the design of their new models which are reputed to be highly efficient and dependable.

Following the example set by many leading engine builders, including Chris-Craft, Gar Wood, Kermath, Scripps, Niagara and U. S. Motors, the new Murray & Tregurtha engines will all carry brass instruction plates specifying the use of Duplex Marine Engine Oil. Because of widespread demand, older Murray & Tregurtha models will be continued in production and will likewise carry Duplex Oil recommendation plates.

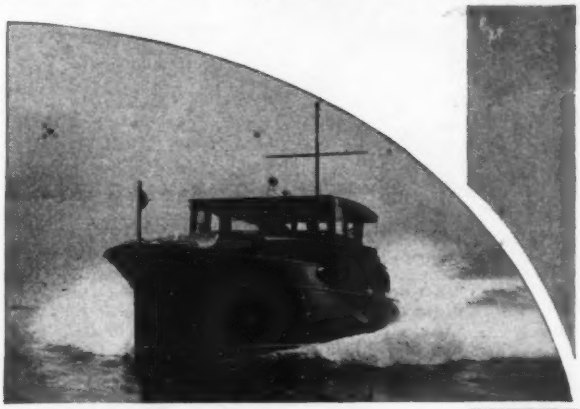
SEA-MASTER SUCCESSFUL

Of the many successful engines put on the market during the past 20 years by the Kermath Manufacturing Company, few have met with such gratifying results as the new small 6-cylinder Sea-Master model. At the time of its announcement even before any price was set many orders for immediate delivery were received from many different states and Canada. Other orders were cabled in from a number of foreign dealers. During a ten-day period, Kermath sold an average of 8.7 engines per day.

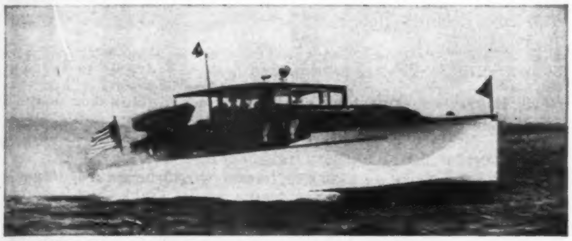
REPRESENTATIVE LUDERSHIPS OF THE 1930 FLEET



KORANETTE, 105′ overall,
Frank D. Hower, Owner

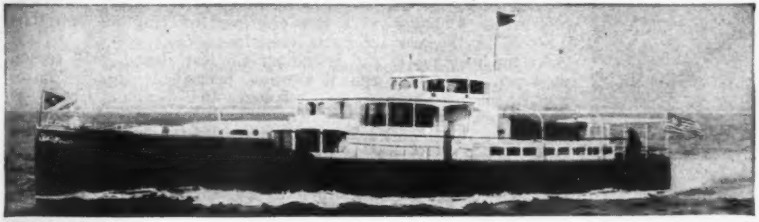


VENUS, 50′ overall,
J. King Reckford, Owner



BAMBALINA, 46′ overall,
Theodore Pratt, owner

GEREDNA, 72′ overall,
Joseph H. Higgins, Owner



CATAMOUNT,
85′ overall,
Bradford Ellsworth,
Owner

PHOENIX, 40′ overall,
Graham C. Thompson, Owner

THE illustrations tell better than words the diversified character of Ludersships. While some of our most popular boats are built from standardized designs, all Luderships reflect the owner's individual preferences and requirements as to accommodations, cruising radius, speed and decoration.

***Now is the time to plan your Ludership for* 1931.**

LUDERS MARINE CONSTRUCTION CO.

STAMFORD,
CONNECTICUT

"Heard—
around the world"

Commanding!

the attention of the marine world.

"In a dense fog, I can get a six second echo distinctly above the local noises of exhaust, wake, etc. I can safely say that this is the best air whistle that I have had experience with."

Master of a large tanker operating up the coast of Alaska

Rugged . . . built of only three parts . . . solid cast bronze.

Amply drained . . . cannot freeze . . . dependable under all conditions.

CUNNINGHAM
WHISTLE

Allan Cunningham . . Seattle
Geo. H. Jett, 526 Columbia St., Brooklyn, N. Y.
Fairbanks, Morse & Co., Boston
E. J. Willis & Co., 85 Chambers St., New York
Fairbanks, Morse & Co., Baltimore, Md.
Johnson & Towers, 126 Arch St., Philadelphia, Pa.

EASTMAN Flying Yacht - $9985

DETROIT AIRCRAFT
FORT AND CAMPAU STREETS, DETROIT
Chanin Bldg., New York : : Roosevelt Bldg., Los Angeles

A real sea-going spark plug!

Robert Bosch Pyro-Action Spark Plugs are sturdy, strong and dependable, with an extra pep that makes a real difference in power and speed. Prove it to yourself by installing a set in *your* boat. Send for Robert Bosch Catalog for motor boats. Robert Bosch Magneto Co., Inc., 3603C Queens Blvd., Long Island City, N. Y.

Robert Bosch
Pyro-Action
Spark Plugs

All Robert Bosch Products bear the full name "ROBERT BOSCH" and this trademark of Robert Bosch A.-G.

GREATER RACING ACTIVITY FORECAST

(*Continued from page* 80)

9. The motors in competing boats shall be equipped with an efficient reverse gear.

10. No form of mechanical super-charger or other auxiliary device shall be employed to increase the compression or volume of cylinders.

11. Unless otherwise specified herein, contests shall be governed by the latest American Power Boat Association racing rules.

12. All turning buoys shall be passed on the driver's left hand.

13. Fuel as furnished by the Race Committee shall be used.

14. Each of the motor manufacturers having a motor eligible for this class shall furnish the Racing Commission of the American Power Boat Association at least one month previous to the race with a complete set of specifications of said motor and no departure from these specifications shall be permitted in the motors in the competing boats.

15. There shall be an Inspection Committee consisting of one person appointed by each of the motor manufacturers having a motor eligible for this class and one person appointed by the club holding a race for this class.

16. It shall be the duty of the Inspection Committee to pass upon the boats and power plants racing in this class. This Committee shall have power to disqualify any boat which in its judgment does not qualify or violates any rule in spirit or letter which refers to this class.

17. The Race Committee shall take samples of the fuel from each tank immediately before and after each heat.

18. Each competing boat shall carry a crew of at least two persons.

19. The compression ratio of the motors shall not exceed 6½ to 1.

20. The competing boats shall be so equipped that their motors will become inoperative in case the driver is thrown out.

21. Each competing boat shall carry a kedge anchor weighing at least 12 lbs. together with at least 12 fathoms of 5/16th diameter manila rope.

The meeting approved of a revision in the Deed of Gift for the National Trophy so that this trophy would be awarded annually in the 151 cubic inch class racing at the Gold Cup Regatta. Changes were also made in the Deed of Gift governing Class A Outboard Trophy, known as the City of Detroit Trophy, Class B Outboard Trophy known as the Hall-Scott Trophy, Class C ACF Trophy and the Colonel Green Star Island Trophy, to make them correspond in form with the Deed of Gift governing the Duplex Class F Outboard Trophy in all parts, except piston displacement. Changes were also approved offering the Interstate Trophy for the new 125 cubic inch class.

At the meeting of the Runabout Contest Board, held several days previous to the annual meeting, permanent organization of the Runabout Division was effected, and William Crosby of New York was elected Chairman, with Emmett V. Maun as Secretary. The entire runabout rules were discussed but the only major change adopted provides that instead of qualifying the stock runabouts by the manufacturer's rated horse power, they will be grouped according to the actual horse power developed by the motors by test.

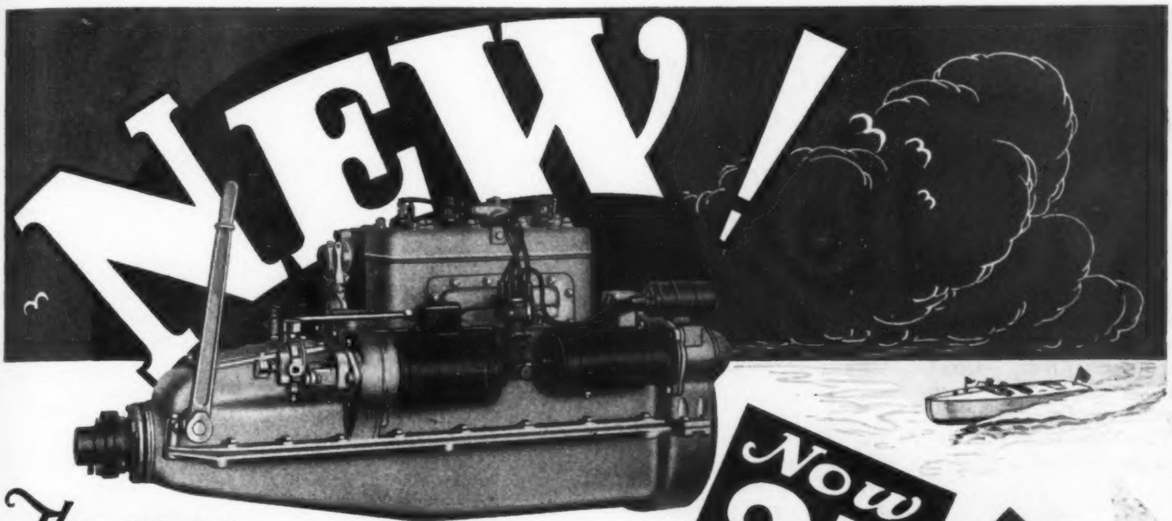
The Runabout Contest Board will obtain from the motor manufacturers the brake horse power tests of all of their models used in stock runabouts. These various models will be arranged in groups, the groups varying in horse power and a complete table of this data published in the American Power Boat Association year book. Therefore, in the future, is will simply be necessary to refer to the rule book in order to determine into just which runabout class the different makes of stock runabouts fall.

A slight change was made in the American Power Boat Association routine for flying the American ensign ashore on yacht clubs to make the practice approved by the Navy Department correspond with the American Power Boat Association routine. Such a change provides that the American Flag (not the yacht ensign) shall be flown, in the case of a club staff without yardarm but with gaff, from the masthead of the staff and the club pennant from the starboard yardarm. In the case of a club staff, with gaff, the club flag must be flown from the masthead and the American ensign from the gaff.

A new method of taking the time at the start of a race was provided, so that on page 56, Rule XI, a new paragraph at the top of the page following the first paragraph should be added to read as follows: "The official timing shall be started when the bow of the first boat to make a fair start crosses the starting line."

The Gold Cup Contest Board had held their annual meeting on the evening previous to the American Power Boat Association annual meeting and brought in to the annual meeting a number of recommendations for changes in the Gold Cup rules, as follows, all of which were unanimously adopted:

(*Continued on page* 132)



Now 25 H.P.

Models as low as $295

The new

FLEXIFOUR

LIGHT enough for speed—STRONG enough for DEPENDABILITY—Priced low enough for popular demand

The new Flexifour Model NB 25 H.P. motor is the answer to an insistent demand for Flexifour performance, Flexifour dependability, Flexifour economy and long life —in a 25 *H.P. motor.*

- Light enough to drive a small runabout 20 or 25 MPH;
- With slow speeds for trolling and a pleasure to maneuver at the dock;
- Powerful enough for small cruisers;
- Strong enough to stand the gaff;
- Priced low enough for popular demand—

The new Flexifour is designed for all who wish to enjoy boating economically yet with the utmost in thrills, comfort and safety.

Large stock boatbuilders who have already tried the motor have adopted it as standard and will soon announce new boat models at very attractive prices.

Shipment of the new Flexifour can be made immediately. Send in your requirements or write for literature. Mail coupon today.

UNIVERSAL MOTOR CO.
OSHKOSH, WISCONSIN, U. S. A.

Models as low as $245

THE FLEXIFOUR MODEL N 10-15 H.P.

The Flexifour Model N welcomes its more powerful mate, announced on this page, the Flexifour Model NB 25 H.P.

While the new 25 H.P. model will share the public acceptance which has made the 10-15 H.P. model the most popular small four in the world, the smaller job will still rank supreme for many purposes which require only 10 to 15 H.P. It will continue in the Universal line.

If your requirements are best met by 10-15 H.P., send for complete data on Flexifour Model N.

Universal Marine Electric Plants favorably known all over the world. 1½-3-4-5-7½-10-15-20-35 KW.

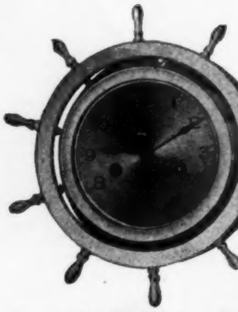
Universal Motor Company
27 Universal Drive
Oshkosh, Wis.
Please send me literature describing your Flexifour and other marine motors and electric plants.
NAME..
ADDRESS...
....

Universal MOTOR CO.

"Tho far you roam— they'll bring you home"

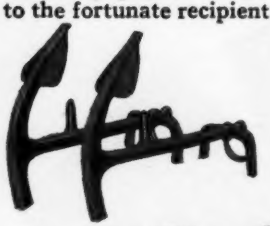
100% MARINE MOTORS

Christmas Gifts for Yachtsmen



FOR pleasing reminders of cruising delights we recommend Waterbury Ships Bell Striking Clocks at $37.50 or Wilcox Anchor Andirons at $12.00 a pair. Order direct from us or through your marine dealer.

You may prefer to leave the selection of your gift to the fortunate recipient. If so, ask us for a Tiebout Gift Certificate, for any amount you please, redeemable at any marine dealer until the end of 1931 in articles of hardware or equipment for boats.



W. & J. TIEBOUT
NEW YORK
118 CHAMBERS ST.

1703

FISHING KITES
for
Sailfish, Marlin Swordfish, Tuna and all big game fish liking active fresh bait.

$9.50 per set of 3
postpaid

H. W. MAJOR
maker of
Fine Salt Water Fishing Tackle
MAJORMADE Fishing Chairs

155 CHAMBERS STREET NEW YORK, N. Y.

Jeffery's
WATERPROOF
Marine Glues

Have been stopping leaks on craft large and small for over three-quarters of a century.

Send for free booklet, "Marine Glue Uses," 1930 *Edition*

L.W. Ferdinand & Co.
152 Kneeland Street, Boston, Mass.

GREATER RACING ACTIVITY FORECAST

(*Continued from page* 130)

1. That the development of 2 cycle motors be encouraged.

2. That restricted superchargers be allowed on two cycle motors.

3. That the rule requiring the carrying of an anchor be stricken from the Gold Cup rules.

4. That a maximum of 1½ hours and a minimum of 1 hour be allowed between heats.

5. That the weight of hull, without motor, fuel, oil, crew, reverse gear, gear box, batteries, shall not be less than 1600 pounds.

6. That the waterline beam of Gold Cup boats at their widest point, shall not be less than 5½ feet.

7. That all existing Gold Cup boats be allowed to race provided they carry the necessary dead weight to bring them up to the weight limit.

8. That the next Gold Cup race be held at Lake Montauk on August 15, 1931.

The recommendations of the Cruiser Contest Board which were adopted, follow:

RECOMMENDATIONS OF THE CRUISER CONFERENCE OPEN CLASS RULES

1. Change method of obtaining horsepower by discarding present "Manufacturers Tables" and substitute a formula for computation of same as follows:

Cubical contents of cylinder, times number of cylinders, times constant equals H.P. Constant to vary according to the r.p.m. and the divisions of r.p.m. to be

Class A under 1000
Class B over 1000 and under 1500
Class C over 1500 and under 2000
Class D over 2000

The constant to be used in various suggested classes of r.p.m. including an exact determination of class limits and other details is vested in a Committee with power consisting of

F. W. Horenburger
Theodore Brigham
G. de F. Larner.

2. Insert a new rule for all classes of cruisers as follows:

HAND STEERING

All boats competing in a sanctioned race must be steered by hand and vessels equipped with mechanical steering device shall have same disconnected and/or sealed to the satisfaction of the Local Race Committee so that such mechanical steering device cannot be used in the race in question.

The following recommendations of the Cruiser Handicap Board were approved. (All reference numbers to pages in 1930 year book.)

Page No. 71. 1—A. Strike out second word "boats" and insert "entrants."

1—B. & C. Strike out. Insert following new paragraphs.

1—B. The Local Race Committee shall assign to each contestant a Handicap Rating which shall be in terms of seconds per nautical mile, to the nearest second, and based on the owner's statement of maximum speed.

1—C. Maximum speed as used in this rule is defined as the greatest speed of which the vessel is capable in still water with propelling machinery in good condition and bottom reasonably clean.

1—D. Entrants understating speed either wilfully or without ordinary and reasonable effort to determine same shall be disqualified by the Local Race Committee, with or without protest, or by the Cruiser Handicap Board when the matter comes before them for review and/or decision.

1—E. The Cruiser Handicap Board shall, after proper hearing, bar from competition for a period not exceeding one year any owner and/or his representative wilfully making a false statement of speed.

Page No. 73.(4) Strike out "Racing under a Handicap Certificate."

Page No. 74. (8) Strike out all of first paragraph and substitute.

It shall be the duty of the Cruiser Handicap Board to review the records of each race, approve or disapprove of same and, if necessary, issue a corrected summary of the race which shall be binding on the Club holding same.

Same rule—second paragraph—third line. Strike out first word "approved" and insert "acted upon."

In all cases where reference is made to the Cruiser Handicap Board use that title and not Handicap Board or any other abbreviation.

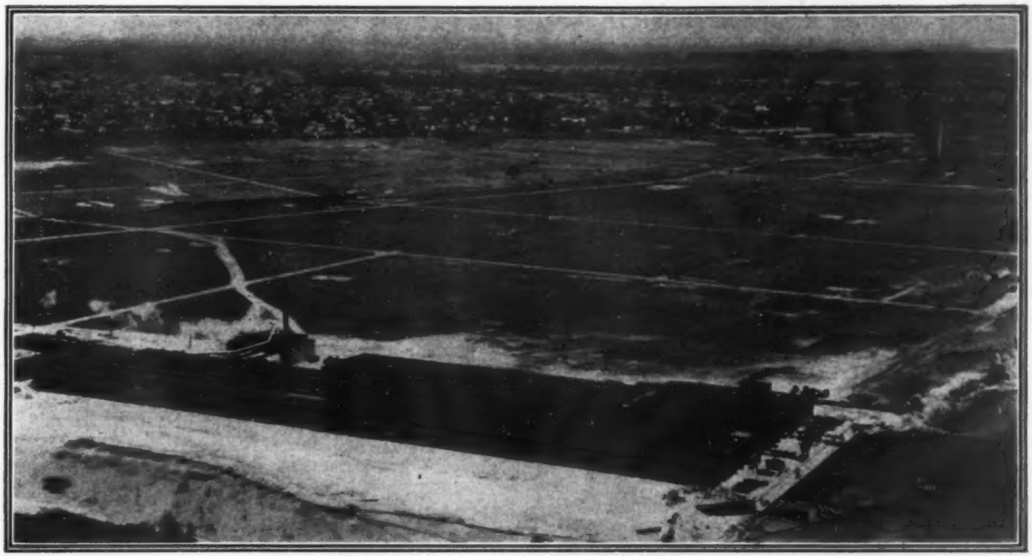
The rule in reference to two or more entries from the same person, which is section 4, Rule III, page 51 and reads as follows: "No two boats owned wholly or in part by one person shall enter in the same class," was cancelled from the American Power Boat Association rule book.

A very important new class was established, known as the 125 cubic inch American Power Boat Association class, the rules of which follow in full:

RULES FOR 125 CUBIC INCH AMERICAN POWER BOAT ASSOCIATION CLASS

1. The match shall consist of three heats of between 15 and 20 statute miles (each) in length to be held on 1, 2 or 3 days as the Local Race Committee shall specify.

(*Continued on page* 134)



The world's largest and most modern motor boat plant.

Prepare *for the greatest motor boat season ever experienced*

A view of part of thousands of Dodge Boats in course of manufacture—an anticipation of the busy season just ahead.

Dodge has looked ahead. Now Dodge *builds* ahead.

Mr. J. Gilmore Fletcher, Managing Director of the Horace E. Dodge Boat & Plane Corporation, has authorized this statement:

"General motor boating conditions are most propitious for 1931, and our company is undertaking no retrenchment program but, on the contrary, is expanding in every way in preparation for the greatest season this fast-growing sport has ever experienced. We expect the National Motor Boat Show, at the Grand Central Palace, in January, to be as it was last year, the one bright spot in American industry at the turn of the New Year and an index to the bettered conditions for the next twelve months. The boat business is not depressed. It is facing a prosperity such as it has never enjoyed before. All our resources are being employed to meet it."

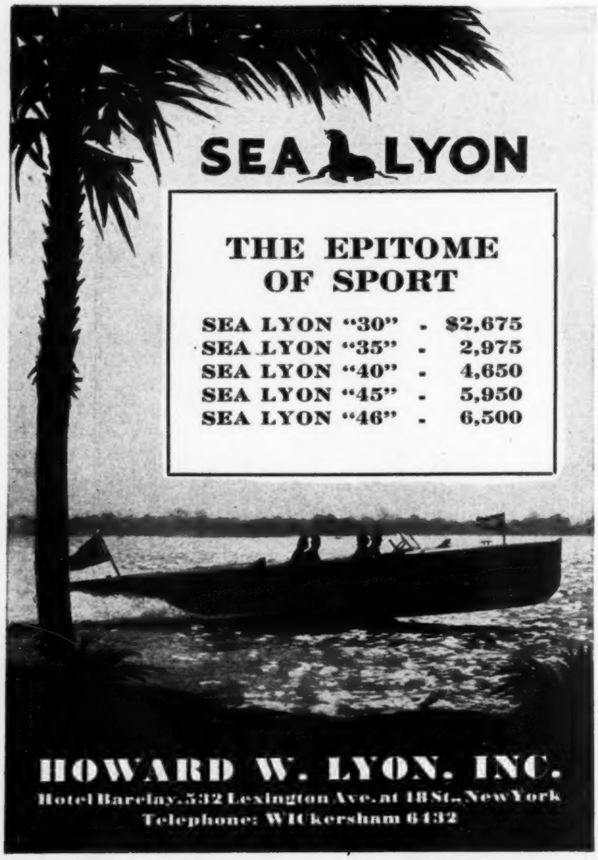
It is a Dodge promise that this year, as last year, Dodge will present at the Motor Boat Show a display that will be, both in form and contents, the outstanding feature of interest in an outstanding example of better business in a growing industry.

With production already scaled up to new peaks for sales last fall and this winter, Dodge has built—and is building—ahead. In anticipation of the flood of buying orders soon to be released, Dodge production is planned—not in units, not even in hundreds, but in thousands of boats.

Distributors and dealers at home and abroad will find the Dodge franchise to be "the one bright spot in American industry" at the turn of the year. With boats as fine as quality and skill can make them, priced so low that they are truly beyond competition, Dodge dealers face an unprecedented opportunity for greater sales and better profits.

If you are interested in the sale of motor boats—write for details of the Dodge franchise opportunity. Horace E. Dodge Boat & Plane Corporation. General Offices and Sales Department: 21 W. 46th St., New York, N. Y., U. S. A. Works: Newport News, Va., U. S. A.

DODGE BOATS



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SEA LYON "45" - 5,950
SEA LYON "46" - 6,500

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"One-Mile-Ray" for larger boats; "Quarter-Mile-Ray" for outboards.

Write for folder on searchlights for every marine purpose. $10 *to* $150. *Also Northeast "Whistletone" Horns and Sireno Sirens,* $7.50 *to* $50.

THE PORTABLE LIGHT CO., Inc.
12 Warren Street New York City

GREATER RACING ACTIVITY FORECAST

(*Continued from page* 132)

2. Course shall be laid in reasonably protected waters not less than eight feet in depth and as free from turns as practicable, but the finish shall be at the starting line. Each lap or round of the course shall not be less than two statute miles and shall be subject to approval of Racing Commission.

3. The start shall be a flying start with a preparatory signal to be given five minutes before starting time. The time by seconds, one minute before the starting time, shall be shown to the contestants by means of a large clock dial mounted near the starting line. The finish of each heat will be nine minutes after the first boat crosses the finishing line. No boat will be allowed to start later than five minutes after the starting gun in any heat. Boats failing to finish before the end of each heat, shall receive no points for that heat.

4. The winner of the match shall be determined by the point system whereby each boat starting and finishing a race of a match will receive as many points as is indicated in American Power Boat Association rules.

5. A boat to be eligible to compete shall be the bona fide property of one or more members in good standing of the club it represents.

6. Competing boats shall be powered with one of the following motors:

Universal	4	3 x3½	98.96 cubic inches
Lycoming	4	3⅛x3⅞	118.88 cubic inches
U. S. Falcon	4	3 x3½	98.96 cubic inches
Niagara	4	3⅛x4	122.72 cubic inches
Johnston-Roberts	4	2⅞x3½	97.90 cubic inches
Gray	6	(to be announced later)	

Motors shall be stock in every particular, with the exception that changes of carbureter, piston rings, spark plugs, spark and throttle controls and self starters will be permitted.

7. Boats competing in this class shall have a waterline length of not less than 13 feet and a waterline beam of not less than one-third of the waterline length. There shall be no restrictions on the type or form of underbody.

8. No postponements from the advertised time of the start of the race shall be allowed for any cause except in the interest of the safety of the public or the contestants.

9. The motors in competing boats shall be equipped with an efficient reverse gear.

10. No form of mechanical super-charger or other auxiliary device shall be employed to increase the compression or volume of cylinders.

11. Unless otherwise specified herein, contests shall be governed by the latest American Power Boat Association racing rules.

12. All turning buoys shall be passed on the driver's left hand.

13. Fuel as furnished by the Race Committee shall be used.

14. Each of the motor manufacturers having a motor eligible for this class shall furnish the Racing Commission of the American Power Boat Association at least one month previous to the race with a complete set of specifications of said motor and no departure from these specifications shall be permitted by the motors in the competing boats.

15. There shall be an Inspection Committee consisting of one person appointed by each of the motor manufacturers having a motor eligible for this class and one person appointed by the club holding a race for this class.

16. It shall be the duty of the Inspection Committee to pass upon the boats and power plants racing in this class. This committee shall have power to disqualify any boat which in its judgment does not qualify or violates any rule in spirit or letter which refers to this class.

17. The Race Committee shall take samples of the fuel from each tank immediately before and after each heat.

18. Each competing boat shall have seating accommodations for at least two persons. Boats may be raced with only one person aboard.

19. The retail selling price of the power plant shall not exceed $750.00.

20. The thickness of the side planking of the hulls shall not be less than 5/16th inch. The thickness of the bottom planking shall not be less than ⅜th inch. The thickness of the decking shall not be less than ¼ inch and same shall be strong enough to withstand the weight of one man.

21. The boat shall be equipped with at least one bulkhead, practically watertight, located not less than three feet from the bow. The motor shall be installed under hatches and shall exhaust through the stern.

22. The weight of the complete boat in racing trim, less crew, gas and oil, shall not be less than 750 lbs.

Recommendations of the American Power Boat Association Outboard Division will be found on page 150 of this issue.

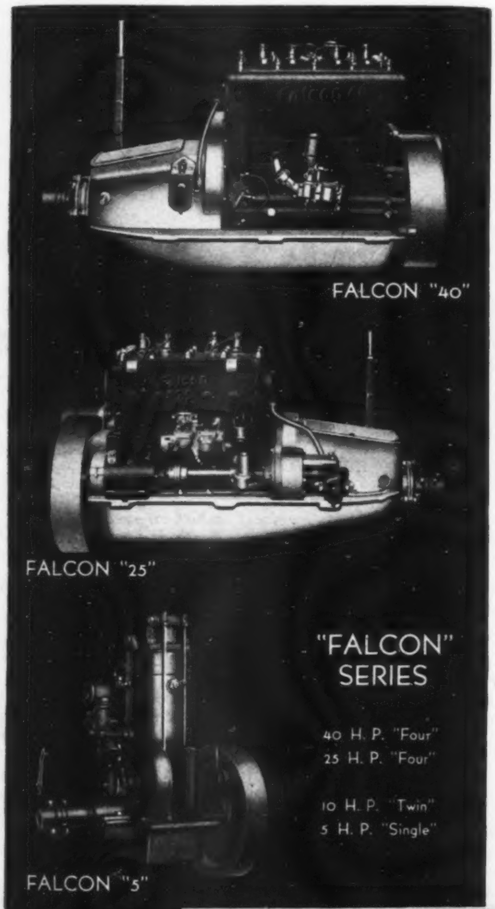
Rules and routine were also approved and adopted for the conduct of tests of speed, endurance, economy, etc., of boats and marine motors under the supervision of the Racing Commission. These complete rules will be published in the next issue of MoToR BoatinG.

BUFFINTON JOINS FAYBOW

Announcement has been made by Faybow Boats, Inc., that A. T. Buffinton has joined their organization on October 1. Mr- Buffinton will serve the concern in the capacity of sales manager.

ANNOUNCEMENT

. . . . that means extra money in your pocket



"FALCON" engine production has been confined to four models. . . . 5, 10, 25 and 40 H.P.

This concentration on smaller size motors is to meet the increased Falcon demand for runabouts, small cruisers and auxiliary power.

By specializing in a few popular-size motors . . . our production costs per unit are materially less than manufacturers who build many different models. Naturally, we can give you more real engine value *for less money.*

Therefore . . . if you want a speedy, smooth-running motor for your runabout or small cruiser . . . you'll save money by installing a Falcon. You will also enjoy the complete satisfaction of having a dependable power plant that is backed by the strongest guarantee in the industry . . . a guarantee that assures you the kind of faithful service you want, and have a right to expect.

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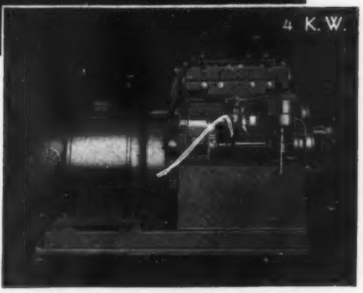
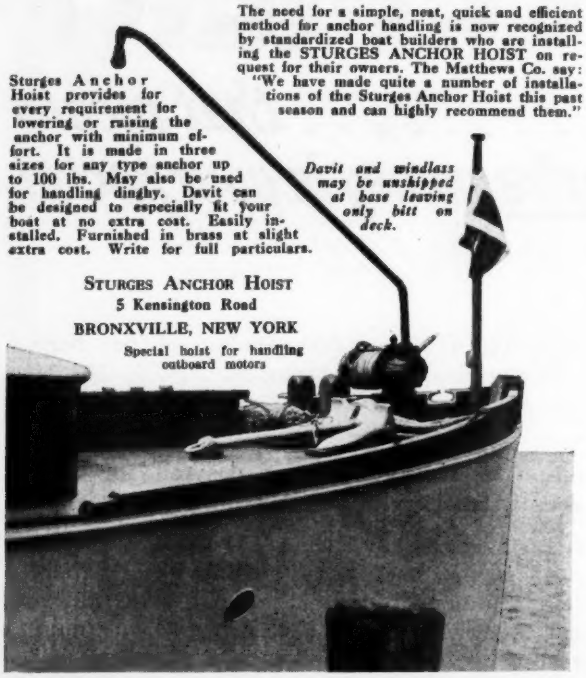
U. S. super-smooth Electric Plants

Most complete line of marine electric plants ranging from 350 watts to 15 K.W. in 12, 32, and 110 volts.

Also Special Line Designed for Land Use





STURGES ANCHOR HOIST
on the 1931 *Matthews* "46"

STURGES HOISTS ARE NOW BEING INSTALLED ON LEADING STOCK CRUISERS

The need for a simple, neat, quick and efficient method for anchor handling is now recognized by standardized boat builders who are installing the STURGES ANCHOR HOIST on request for their owners. The Matthews Co. say: "We have made quite a number of installations of the Sturges Anchor Hoist this past season and can highly recommend them."

Sturges Anchor Hoist provides for every requirement for lowering or raising the anchor with minimum effort. It is made in three sizes for any type anchor up to 100 lbs. May also be used for handling dinghy. Davit can be designed to especially fit your boat at no extra cost. Easily installed. Furnished in brass at slight extra cost. Write for full particulars.

Davit and windlass may be unshipped at base leaving only bitt on deck.

Sturges Anchor Hoist
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Special hoist for handling outboard motors

QUALITY—SERVICE—CORRECTNESS

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143 Tremont Street
BOSTON MASSACHUSETTS

NEW LIGHTSHIP MAKES LONG JOURNEY

FOR many years the Lighthouse Service has been performing a most creditable work, quietly, without ostentation, and most efficiently.

The design engineers charged with responsibility for bringing into existence and operation the various types of lightships and tenders required by the Bureau of Lighthouses in the placing and maintaining of the thousands of aids to navigation have always been conscientious, far-seeing and progressive in adopting such equipment as would bring about greater safety, flexibility of service and economy of operation and upkeep.

With the advent of steam propulsion, the engineers in the Bureau of Lighthouses followed the best practice of those days in bringing lightships and tenders to a state of high efficiency and economy, and, of course, it was perfectly natural for these men, with the advent of internal combustion engines, to bring themselves abreast of the times and to adopt the best type of this prime mover for the replacement of the steam-power drive.

The new Fire Island lightship which traveled from Portland, Oregon, to New York under its own power

Along these lines, several years ago a lightship was built, known as No. 111, stationed on Northeast Shoals, off Cape May, and fitted with a single 450-h. p., 8-cylinder main engine, 2-25 k.w. full Diesel auxiliary generating sets, and the necessary air compressors for supplying air to the Diesel main engine and the auxiliaries.

This vessel has rendered remarkably economical service, and as time went by, the necessity arose for the acquisition of six new lightships to replace those which were rapidly approaching the point of obsolescence.

E. C. Gillette, Superintendent of Naval Construction of the Bureau of Lighthouses, and his assistant, C. C. Brush, therefore, very carefully considered the question of the new ships being fitted with direct drive main engines, or to equip with slow speed propelling motor for propulsion and the installation of multiple Diesel generating units to act in a two-purpose way—first, for driving the ship from her home station to her anchorage out in the ocean, it was proposed to tie the generating units together in series electrically and deliver practically all of the power derived therefrom to the propelling motor. On arrival at her assigned anchorage, where she would probably remain for 9 months to a year, by means of switches the electric current was diverted from the main propelling motor to one generating set to be used for supplying the ship's requirements, such as lighting, pumping, handling the windlass and blowing the foghorn. The foghorn required at that time for its operation, from 30 to 35 h.p., being of the air type. In order to take care of this power, together with the other ship's requirements, it would be safe and logical, it was thought, to provide a 75 k.w. machine for each unit, giving easy operating conditions under economical fuel conditions. The design, therefore, of the Fire Island Lightship, so far as the machinery is concerned, developed into adopting four 75 k.w.

(Continued on page 138)

ZENITH UNIVERSAL MODEL FOR MARINE SERVICE—

The Zenith Universal Model carburetor for marine service is the culmination of Zenith experience in solving carburetion problems.

The conditions of operation peculiar to marine service are full met by the Universal.

It functions perfectly at great angles, fore and aft or sideways. Rough seas or sharp turns do not affect its smooth, efficient operation. It provides complete safety and protection against drippage of gasoline and backfires. The spring-loaded strangler assures easy starting without backfiring and prevents crankcase dilution because it is impossible to overchoke the engine. It employs materials throughout that withstand strains, shocks and the action of acids or salt water. It is easily taken apart and reassembled. It is supplied with main jet adjustment if desired. It sells at an attractive price.

See your Zenith dealer or write direct for full information on the new Zenith Universal Carburetor for marine service.

FEATURES OF THE ZENITH UNIVERSAL

All working parts are fully enclosed and protected. Its few moving parts have large, accurately fitted bearings. Its stainless steel throttle shaft is protected by bushings and felt washers. It is compact, rugged and simple in design and construction. It can be installed with intake end to front or rear without affecting operation.

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DETROIT MANUFACTURERS OF ZENITH CARBURETORS & FILTERS **MICHIGAN**

15 HP TO 240 HP

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$480.00 TO $2800.00

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You can't get a better or more reliable pump than the Lobee because there isn't a better one made. It has been the World's Standard of Pump Quality for 25 years. No other pump has proven so popular in the marine trade. Simple, compact, noiseless and positive. These pumps will outwear the engines to which they are attached.

Gear and Rotary Pumps from ⅛" to 1½" suction and discharge. Different designs for various types of drive and mounting made to order.
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KING SEA SKIFFS

Wherever yachtsmen put out to sea King Sea Skiffs are popular! Seaworthiness, strong construction, and desirable speed make these famous small craft ideal for cruises long or short. Built for any weather—any sea, each boat is the work of finest craftsmen. The famous lap-strake construction, all copper and brass fastenings, ribs of steam bent white oak, heavy spruce bottom and all mahogany trim make the King Sea Skiff a value without equal.

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"NEW JERSEY"

COPPER PAINTS	YACHT WHITE
Yacht Red-Brown-Yacht Green	Use Above Waterline
Keeps Boat Bottoms Clean	Excellent for Cabin Interiors
Kills Worms and Barnacles	Can Be Washed and Scrubbed

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GRAND CENTRAL PALACE, N. Y.
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18' Cape Cod Baby Knockabout
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Builders of Standardized Boats
Showroom, Main Office and Works: Wareham, Mass.
Branch Office: 18 Tremont Street, Boston, Mass.

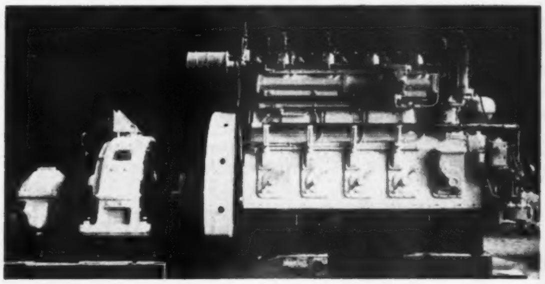
NEW LIGHTSHIP MAKES LONG JOURNEY

(Continued from page 136)

Diesel engine-driven generating units, the generator being rated at 125 volts, any one of which would handle the ship's load under the most unfavorable circumstances, and by tying all four together electrically, the ship could develop 350 h.p. on the main motor at 300 r.p.m. for propelling purposes.

The Fire Island Lightship, therefore, is of this type, the main units all being of Winton Engine Corporation manufacture, together with the auxiliary air compressor, fire and bilge pumps and auxiliary fuel oil service pump. In addition to this, there is a duplex Worthington low pressure air compressor aboard to furnish air for blowing the whistle and operating the large foghorn supplied these vessels. There are also installed on this boat two (2) 7½ k.w. Cummins Diesel Engine Generating Sets, for auxiliary and port purposes.

All six of the vessels are identical, three of them having been built by the Albina Marine Iron Works, of Portland, Oregon, and three of them at the Charleston Dry Dock & Machine Company, Charleston, S. C. They are 133 feet 3 inches over all, 108 feet on the water line, 30 feet beam, and with a normal draft of 11 feet 9 inches forward and 13 feet 3 inches aft.



One of the four Winton diesel generating sets with which the new lightships are equipped

As the case worked out, it was found that four vessels would be required for Atlantic Coast Stations and two (2) for the Pacific Coast. Those built at the Charleston Dry Dock & Machine Company were assigned to Frying Pan Shoals, Fenwick Island Shoals, Nantucket Shoals.

Fire Island Station needing a new vessel, it was decided by the Lighthouse authorities to send the last boat constructed at Portland, Oregon, down the West Coast, through the Panama Canal and to her station at Fire Island. Consequently, the Fire Island Lightship, known as No. 114 in Lighthouse Service parlance, left Portland for Astoria July 15, 1930, making the 88 miles in good time, and after outfitting, left on August 5th, 1930, for her long run to New York. The following gives her Log for this trip:

Left Portland, Oregon, July 15, 1930, arrived Astoria same date, distance run, 88 miles.

Left Astoria August 5, 1930, arrived San Francisco August 8, 1930, distance run 648 miles.

Left San Francisco August 14, 1930, arrived San Pedro August 16, distance run 358 miles.

Left San Pedro August 18th, 1930, arrived Balboa September 2, distance run 294 miles.

Left Balboa September 4, 1930, arrived Colon same day, making the Canal in one day, arriving at Charleston, S. C., September 12, distance run 1,603 miles.

Left Charleston, S. C., September 16, 1930, arrived Norfolk, Va., September 18, 1930, distance run 447 miles.

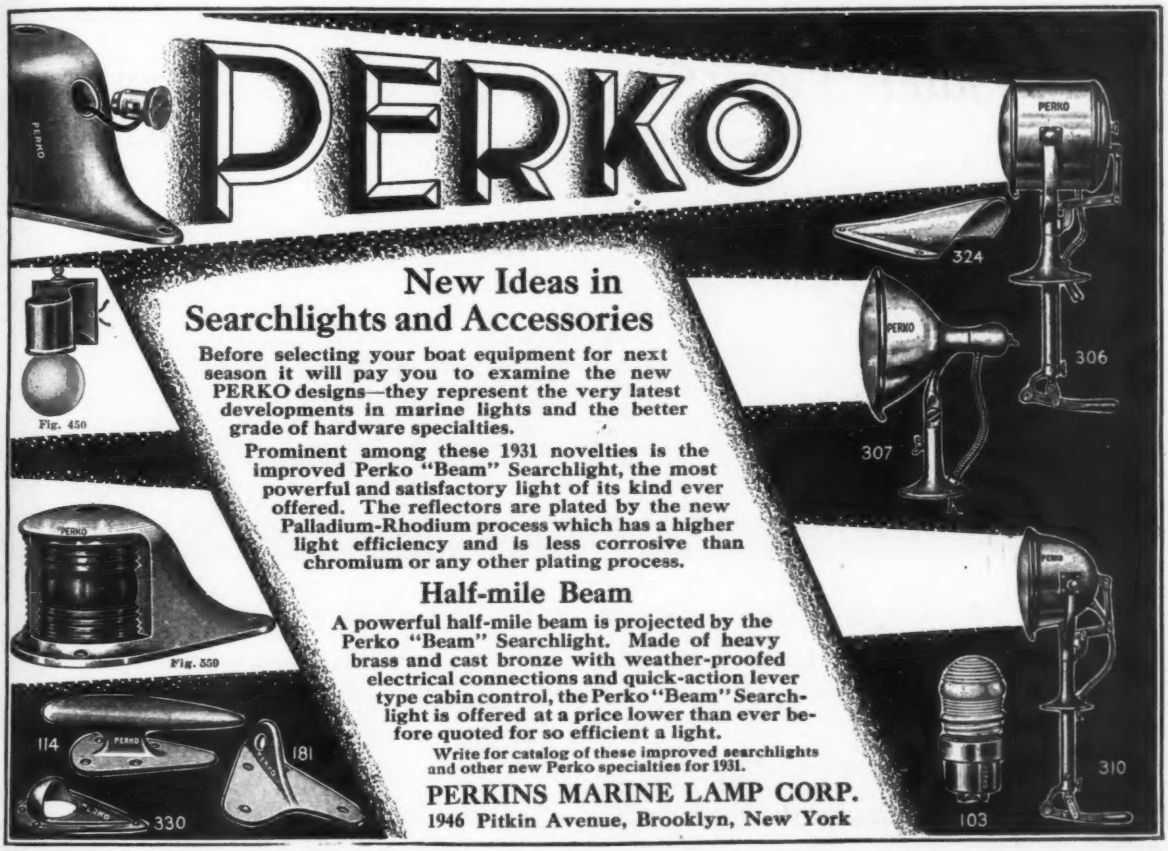
Left Norfolk, Va., September 19, 1930, arrived New York September 20, 1930, distance run 284 miles.

The elapsed time from Portland, Oregon, to Staten Island, New York, was 31 days, 12 hours and 49 minutes, of which the actual running time was 756½ hours. Her average speed for the entire trip was 9.3 knots. The highest speed attained, 10.3 knots.

Credit for this trip must be given not only to Mr. Gillette and Mr. Brush, for originating and carrying through the design and construction of the boat, but to Captain Jacob Nielsen, in charge of the vessel, and Chief Engineer F. H. Conant, who had charge of the deck and engine departments throughout the trip.

During this trip, the vessel braved all sorts of weather, from hurricanes to calm, and it is believed she is the first Lightship to pass through the Panama Canal.

It is gratifying also to note that the Lighthouse Bureau are now building a diesel electric lighthouse tender at the yard of the Merrill & Stevens Dry Dock Company, Jacksonville, Fla., which vessel will be known as Linden. This vessel is also equipped throughout with Winton main propelling machinery.



New Ideas in Searchlights and Accessories

Before selecting your boat equipment for next season it will pay you to examine the new PERKO designs—they represent the very latest developments in marine lights and the better grade of hardware specialties.

Prominent among these 1931 novelties is the improved Perko "Beam" Searchlight, the most powerful and satisfactory light of its kind ever offered. The reflectors are plated by the new Palladium-Rhodium process which has a higher light efficiency and is less corrosive than chromium or any other plating process.

Half-mile Beam

A powerful half-mile beam is projected by the Perko "Beam" Searchlight. Made of heavy brass and cast bronze with weather-proofed electrical connections and quick-action lever type cabin control, the Perko "Beam" Searchlight is offered at a price lower than ever before quoted for so efficient a light.

Write for catalog of these improved searchlights and other new Perko specialties for 1931.

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SILVER SUDS
MARINE CLEANSER
PASTE

Finest scratchless cleanser made. IDEAL for interior and exterior cleaning. Equally efficient in engine room as in galley. Whitens canvas. Nothing better for painted surfaces.
Packed in quart, gallon and 5 gallon cans.
16 oz. sample mailed for 25c.

POWDER

For larger hulls. Better than the best.
EFFICIENT — ECONOMICAL
Packed in 100 lb. Kegs—325 lb. Bbls.
25 lb. sample bag $3, delivered east of Detroit.

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ARTISTIC STEEL FLOATS

Of striking beauty and staunch construction these Artistic Steel Floats are designed for use as permanent moorings. They may be constructed in any size and anchored in any harbor.

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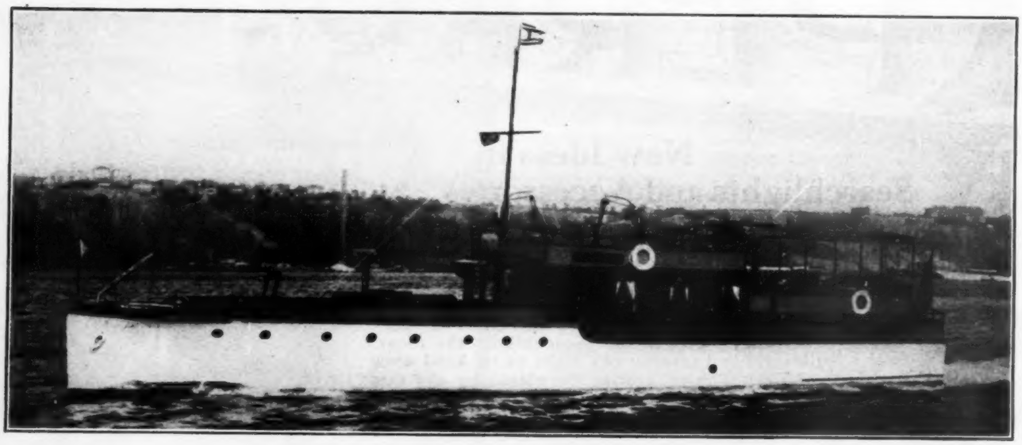

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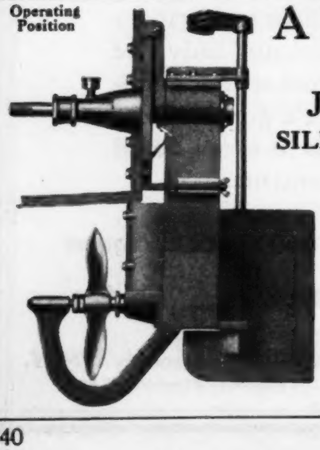

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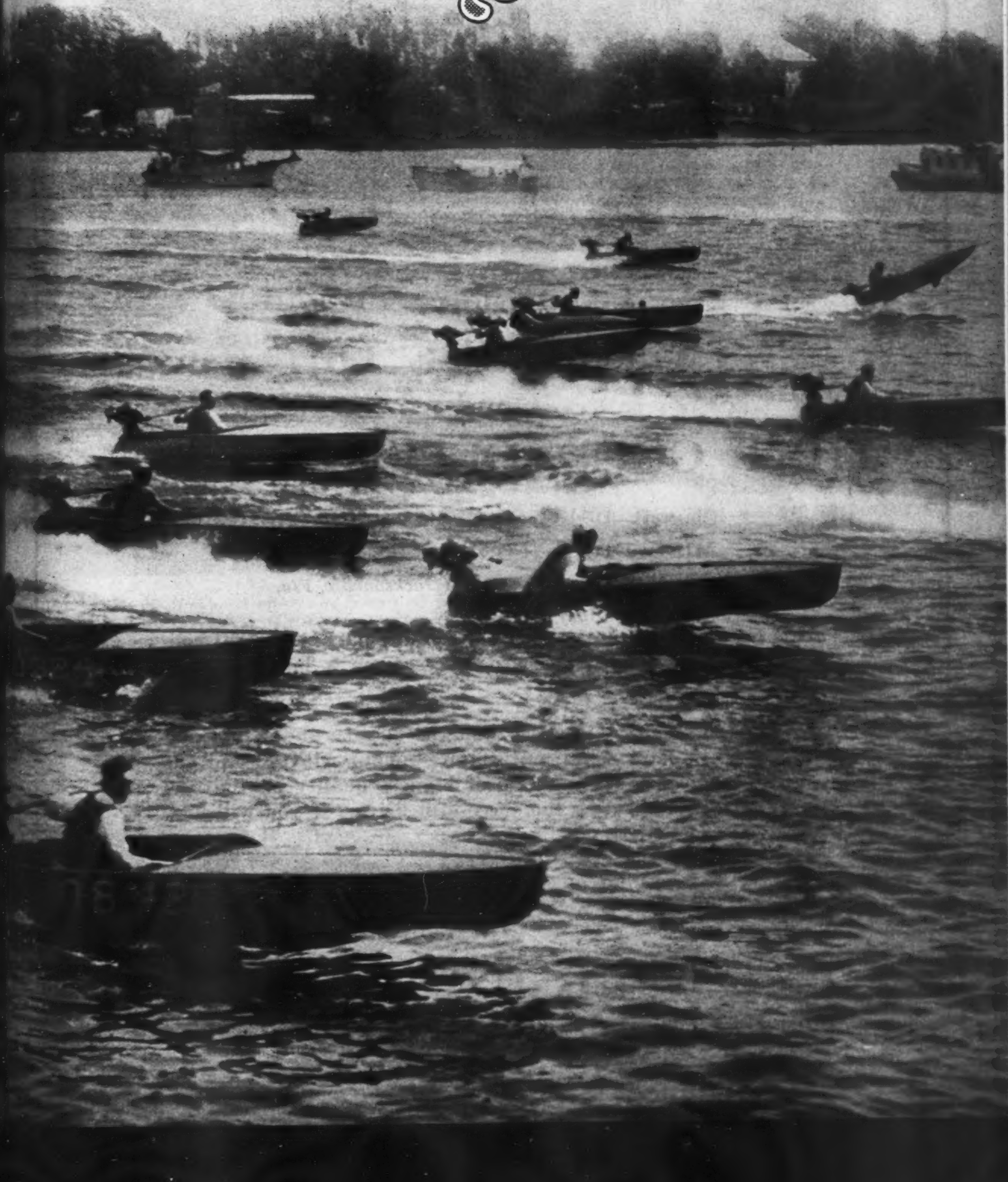

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FIFTY-SEVENTH ST., AT EIGHTH AVE.,
NEW YORK, N. Y.

Edited by
CHARLES F. CHAPMAN

DECEMBER, 1930

CONTENTS

A NEW SPORT FOR OUTBOARDERS............145-146
LOOKING INSIDE THE OUTBOARD ENGINE.....147-148
OUTBOARD DRIVERS SUGGEST CHANGES...... 150
SIR THOMAS LIPTON TROPHY GOES WEST.. 152
THE CRUISE OF THE GREEN MULE.......... 154

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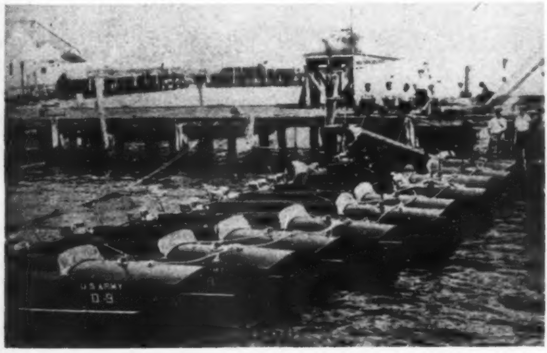

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MIDDLE ATLANTIC ASSOCIATION CHOOSES OFFICERS

The following have been proposed by the nominating committee for 1930-1931 officers of the Middle Atlantic Outboard Association: commodore, A. Avery Hallock; vice commodore, H. Clay Foster; rear commodore, John D. Masterson; secretary, C. C. Alexander; treasurer, Ira Hand; and measurer, Bruno Beckhard. Trustees: E. V. Maun, C. W. Bush, R. F. Delehant, H. E. Hauptner, A. Hallewell, H. Hentschel, G. Holbrook, D. Hundermark, E. H. Patterson, W. M. Eldridge, B. Beckhard, P. R. Smith.

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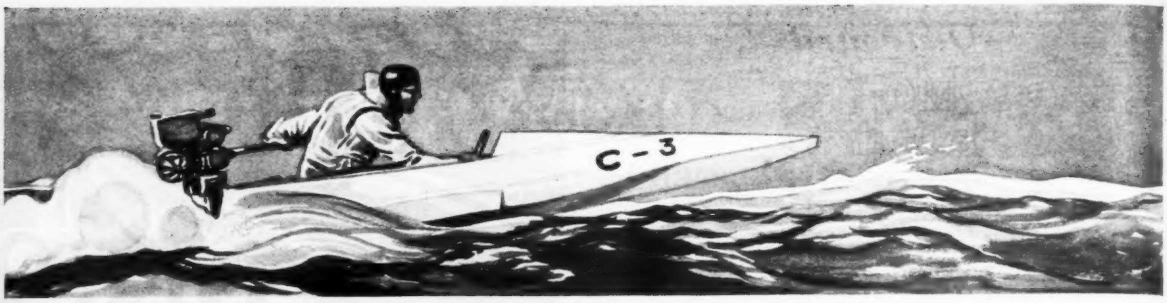
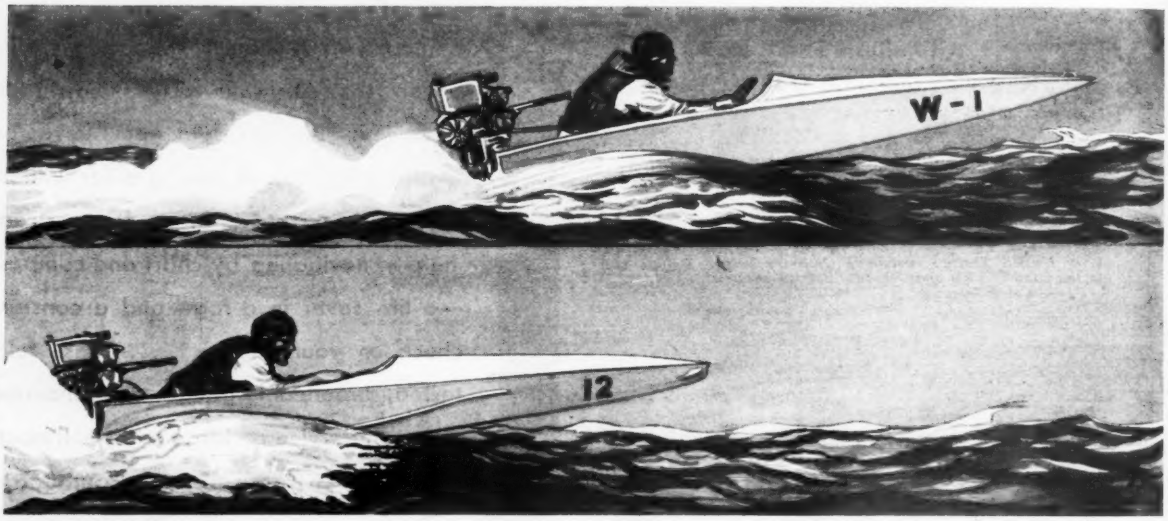


ROUGH WATER



RACING ENGINES go faster with Eveready Hot Shot ignition. Elto found that out. That's why they specify Eveready battery ignition for the lightning-fast new Elto outboard motors. In rough water the Eveready Hot shot will give sparkling, crackling hot sparks no matter how much water your boat ships. Water can not affect an Eveready Hot Shot's sparking. A water-proof steel case shuts out every bit of moisture---Dependable ignition. Eveready Hot Shots come in three sizes---6, 7½ and 9 volts. If you have a battery - protected box you can use Eveready Dry Cell No. 6, 1½ volts. Eveready sold in every port.

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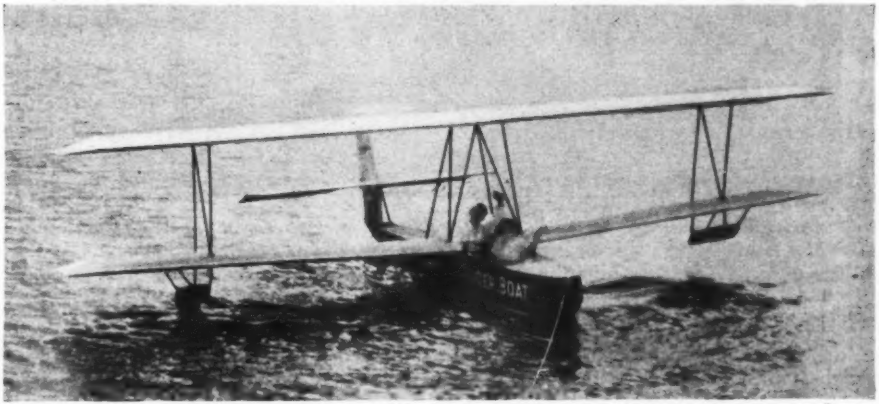
EVEREADY
HOT SHOT BATTERY
NATIONAL CARBON CO. Inc.

Advertising index will be found on 3rd last page

DECEMBER Outboard MOTOR BOATING 1930



Marion Hasbrouck with Jack Kerr as instructor prepares for her first glider flight

A NEW SPORT FOR OUTBOARDERS

The Modern Outboard Engine Has Ample Power to Tow and Raise a Glider Providing a New Variety of Thrills

By MALCOLM POPE

UP in the air, hundreds of feet above the blue water, first swerving to the right then swish- to the left, the only sound to break the utter peace of the occasion is the low whistling of the wind through the stay wires; that is the joy of water gliding, the safest and most convenient form of gliding yet introduced during this contagious epidemic of motorless flying which has this year descended upon our country.

The safety, the convenience and the thrills all go hand in hand and the first time you are given an invitation to go aloft in a two-place marine glider take advantage of it and you will experience about the following sensations.

First, the flying boat is pushed out in the water and your towboat, an outboard with a quad motor or a small inboard, then takes the pilot and you out to the glider where you step aboard a real little boat, built as strongly as an outboard racing hull but much longer and narrower but still with the graceful lines and step underneath. You will sit directly in back of the pilot and will notice immediately the familiar airplane stick right in front of you, and most convenient to set your hands on, also the rudder bar will exactly fit your feet when you extend your legs but the pilot will ask, "Have you flown before?" and if you say no, he will tell you to just be careful and while you are to keep your hands on the stick and your feet on the rudder bar you are to do it very lightly so that you may follow carefully every move he makes as the plane goes through the various evolutions of rising, turning, and gliding back down.

The tow cable is then fastened on each side of the glider hull and out you are pulled into position so that you may be towed into the wind for the flight. This is not necessary but best because if the takeoff speed of the glider is twenty miles per hour and there is a ten-mile breeze blowing your boat will only have to pull the glider at a ten-mile speed.

The controls are all set in neutral as you start and there is about a hundred feet of wire paid out from the reel on the towboat, but as the boat gathers speed more of the wire is let out until time to take off comes. This is accomplished by pushing the joystick a little forward to make the tail of the hull rise and to get the flying boat up on the step, and when she is planing like a racing outboard a pull back on the stick will make her rise off the water and start her soaring flight aloft.

Carl Ellis, Harrison Frazer and Malcolm Pope at work on the glider they built and which has had fifty hours of gliding

On the way the joystick is held back and the chap in the boat pays out the cable until the desired heighth of the flight is reached, that is in cable length, then the glider continues up and up until it is nearly directly above the towboat, and all this time there has been no use for the rudder bar except to keep the plane on line.

Now the time to change from a kite to a free soaring bird is here. The pilot pulls on the release wire and with a snap the towline is released and falls earthward or rather waterward, and you are free of any connection with Mother Earth except the law of gravity. What a thrill, just as much fun as after rounding the first turn in an outboard race where there are twenty starters and on looking back seeing the first rooster tail a hundred feet behind you.

For a minute or two you will hover in the air hardly moving and then you feel both the joy stick and the rudder bar slowly pushed to the left and banking on the left side you slowly come around until you are with the wind and go on a long flat glide until you have passed the place you originally took off from, then turning again until you are heading into the wind you float more slowly down towards the water. A push of the rudder bar forward, and you go into a slight dive and then a quick pull back and you have leveled off and made a perfect one step landing with no more of a jar than your racing boat will give you at meeting a foot high roller.

And where is the danger in a beautiful handling ship like this? It controls as easy as an automobile and surely since many have taken the controls and flown perfectly their first trip up, a few lessons would teach any hardened outboarder to take her and set her down, without shivering anyone's timbers.

The safety factor is just this, a glider is like a leaf in the air with its comparative lightness and huge expanse of wing surface and when controls are set in neutral the ship will bring itself down without injury to its occupant although a wing may be strained or a wire snapped. The heavy motor is absent and allows the inherent planing ability of the glider to function, and this means we have a safe way to learn whether we have a flair for the air or only the longing to be like a bird.

Bruno Beckhard makes a close inspection of Jack Kerr's glider which was towed by the Lyman boat with a Four-60 outboard engine

Don't forget, too, that a boat and a driver can keep you flying all day long, the only work being reeling in the tow wire now and then so that it won't be caught by the propeller, and the reel is geared up so that there is not much work there.

Just imagine, brother outboard racers, how nice it would be to sail several feet over the heads of the racing committee, looking down on them from your lofty perch and daring them to tell you they want to examine your motor when you finish your flight. It would be nice to be a bird. Yes?

LOOKING INSIDE THE OUTBOARD ENGINE

Quality in Materials and Construction Practices of Typical Factories With Rigid Inspection Routine Insure Perfect Outboard Engines

By P. A. TANNER, M.E.

PART X

MATERIALS AND CONSTRUCTION PRACTICES

A PREDOMINANT characteristic of the outboard motor is Light Weight plus Strength. The marvelous performance of outboard motors is largely due to the low weight per horse power developed and the efficiency with which this power is used. New clever engineering in the design has been supplemented by modern metallurgy. Modern alloy steels, lately developed aluminum alloys, latest machining methods in the shop and new discoveries in heat treating metals—all these are combined in the modern outboard motor.

Consider the flywheel. Most flywheels today are magnetos. The metal of the flywheel must therefore be non-magnetic, brass or aluminum. Brass is heavier than necessary and no stronger than a properly heat treated aluminum casting. Riveted into the shell is a steel magnet the ends of which are not joined and which is not able therefore to withstand much stress in itself. A steel magnet one-half inch thick and one inch wide with a mean diameter of nine inches, weighs about three pounds. The total centrifugal force at a speed of 4,000 revolutions per minute is more than 6,000 pounds. One-half of this, or 3,000 pounds, tends to pull one-half of the circular magnet away from the other half, and since two cross sections of the steel resist this force, the stress in the magnet steel is 3,000 pounds per square inch. This centrifugal force increases as the square of the speed, that is, if the speed is doubled, the stress is four times as great. The aluminum shell itself is acted upon by centrifugal force, too, but in addition to that must hold the heavy magnet in position. All this illustrates how very important it is that the flywheel casting be strong. To get that strength in a casting the engineer specifies a strong aluminum alloy and heat treating processes to toughen and strengthen it.

A number of years ago several flywheel magnetos were tested to destruction. Operated at high speed in a closed pit, they failed at about 11,000 revolutions per minute when the force on one-half the magnet must have been in the neighborhood of 23,000 pounds. Pieces of the magnet were thrown through solid two-inch planking, and the failure sounded like a rifle shot.

If a motor running wide open at high speed should strike an under water obstruction and break the drive pin (shear pin) and disconnect the propeller load suddenly, it will turn up to a very high speed. Flywheel failures have been known to occur under such conditions. As a consequence, a drop-forged aluminum shell considerably stronger than a heat treated casting has been favored by some engineers in spite of the much higher cost.

The crank shaft is the foundation of the motor. Limitations of weight and size impose heavy duties upon it. It must be small in diameter so that the bearing rubbing speeds at 4,000 revolutions per minute and more will not be too high and the shaft not too heavy. Yet there must be strength to withstand the very large inertia forces of the rapidly reciprocating parts—pistons and connecting rods—at these high speeds. There must be stiffness to resist bending which causes fatigue and ultimate failure. The wearing surfaces must be hard because of the high bearing pressures encountered.

Modern practice calls for a special alloy steel, usually that known as S.A.E. 3120 or something similar. This steel contains approximately 3½ percent of nickel and about 1½ percent chromium and is known as a chrome-nickel steel. Sometimes a chrome-vanadium steel is used. In either case, the carbon content is about twenty point, 20 percent which is comparatively low. Impurities such as phosphorus and sulphur are held to very low limits.

If a steel of high carbon content, such as tool steel, is heated and then suddenly cooled, quenched, it becomes very hard and brittle. A crank shaft must be tough and resilient. But it is very advantageous to have the surface very hard. A process known as case-hardening is employed. After the crank shaft forging has been rough-machined to approximate shape and size, it is packed in an iron box with carbon black and placed in a furnace in which the temperature is rigidly controlled. Here it is held at high temperature for some hours. It is then withdrawn and allowed to cool slowly. The carbon penetrates the surface of the steel to a depth depending on the nature of the steel, the kind of carbon used, the temperature, and the time it is held in the furnace. Usually a case about 1/32 inch deep is specified. Since hardness is required only on the finished bearing surfaces, the other parts are copper plated or painted with a special compound or otherwise covered so that the carbon cannot enter. The shaft is next heat treated and quenched. The low carbon steel in the center of the shaft is not affected, but the high carbon steel on the surface becomes very hard. The surfaces are then finished down to the required dimensions and finished by grinding, and the shaft is completed.

A U. S. Government Postal Card is about .012 inch thick; a human hair may be from .002 to .004 inch in diameter; but the diameter of a main journal or a crank pin on a crank shaft in a well made outboard motor is held to within .001 inch of its required dimension and frequently to only half of that amount. Neither may it be out-or-round, for perfect operation, more than one-fourth to one-half of one one-thousandth of an inch.

The tapered portion of the crank shaft must be true and straight. If the flywheel hub does not fit it perfectly, the enormous forces previously discussed may loosen it and if that once occurs severe hammering will quickly ruin the shaft and the flywheel. The key which is seated in the crank shaft and the flywheel hub is not intended to hold the flywheel against these forces, its function is to locate the flywheel in relation to the crank shaft only.

The cylinders are almost invariably cast iron, a hard, close grained, wear-resisting foundry product. Forged steel cylinders are sometimes used in airplane engines. At least one outboard motor is made with an aluminum cylinder casting into which is pressed or shrunk a cast iron sleeve for the cylinder barrel.

Cylinder castings are intricate, with very thin walls. These thin walls must not only be true and of uniform thickness, but they must be homogenous to prevent the water in the jacket space from leaking through. Frequently the castings are aged so that internal strains may be removed, sometimes heat treating or annealing is substituted for ageing. Always the jackets are tested under water pressure to discover any porosity or leaks. While ordinary heavy iron castings may be purchased from the foundry for as low as five cents per pound, outboard motor castings in the rough may cost as much as twenty or even twenty-five cents per pound.

Machining is usually accomplished by boring twice, reaming, milling the outside surfaces, drilling the holes and tapping them where necessary, nickel-plating or otherwise rust-proofing the exterior, and then finish grinding the internal bore. Lapping the bore after grinding is sometimes employed to give a finer finish and to maintain limits even closer to standard. The working edges of the ports are milled to within a few thousandths of an inch of proper location.

The diameter of the cylinder bore is held to within one to one-half of one thousandth of an inch of standard, not only on one diameter measured at one spot, but on all diameters, top and bottom, vertical and horizontal, for the bore must be both straight and round.

In most motors the cylinder head is cast integral with the cylinder. In some cases, the head is made separate and held to the cylinder with studs and nuts. In that case a gasket is placed between the surfaces to make a gas tight joint. The separate head is usually an aluminum casting. It is lighter and also conducts heat faster.

Pistons are extremely important. In the older slower speed motors pistons were made of cast iron and it may be said that from the wear, friction, and cost standpoints cast iron pistons cannot be excelled. At modern high speeds, however, they are too heavy. Aluminum is now practically standard as a piston material.

Aluminum pistons have the one decided advantage that they conduct heat from the head to skirt much faster, and therefore better, than cast iron. The castings are much more costly, but the machining operations probably are about the same. The real reason for their use is to cut the reciprocating weight and therefore the bearing pressures caused by inertia forces at high speeds.

In a motor with a bore of say, two and one-half inches, the piston diameter is usually about .005 to .009 inches smaller on its largest diameter than the cylinder bore. This clearance is necessary to allow for the greater expansion of the piston than that of the cylinder. Not only does the aluminum expand more than the iron for the same temperature increase, but the piston gets hotter than the cylinder which is water jacketed on the outside of the bore. The skirt of the piston may, as above, have a clearance of .007 inches on the average. In larger bores it may be somewhat more. But the lands between the piston rings and at the very top of the piston are given more clearance than the skirt. They are usually about .004 inches smaller in diameter than the skirt. These lands are primarily to hold the rings, little is expected of them for bearing area against the cylinder walls. Also the top of the piston is hotter than the skirt and expands more.

It is extremely important, too, that the hole for the piston pin be exactly at right angles to the piston center line as otherwise the connecting rod will cock the piston sidewise or be thrown out of line itself. Excessive friction and an untrue fit will result. This piston pin hole must also be held to very close limits in diameter—as little as one-fourth of one thousandth of an inch sometimes being specified—so that the pin will fit snugly yet can be pressed into place without distorting the piston.

When roller bearings are used on the crank pins, a steel connecting rod is used. This is a light drop forging, heat treated, and case-hardened at the big end and ground on the inside for the roller track. Extremely close machining limits are required.

When a plain crank pin bearing is used the connecting rod is usually a bronze casting. Forged bronze has been tried and is used successfully in small service motors where the pressures are not so high. But the forged bronze, while very strong and tough, is not so good as a bearing metal as cast bronze. Foundry mixtures and practices are closely guarded, however, in order that a rod of good machineability, ample strength and light weight may be procured. One of the best compositions is the so-called eighty-ten-ten mixture—eighty per cent copper, ten per cent tin, and ten per cent lead. Extreme care must be used in producing the rod. The holes at either end must be exactly to size, round, and parallel with each other. And the finish must be true and smooth. Careful hand reaming may produce a surface inside the bearing of which 70 per cent will touch the crank pin surface when the two are first run together. Newly developed high speed diamond boring machines on the final finishing operation will produce a hole within one-fourth of one thousandth of an inch to standard and a surface having a 90 per cent or better bearing, without any costly hand operations.

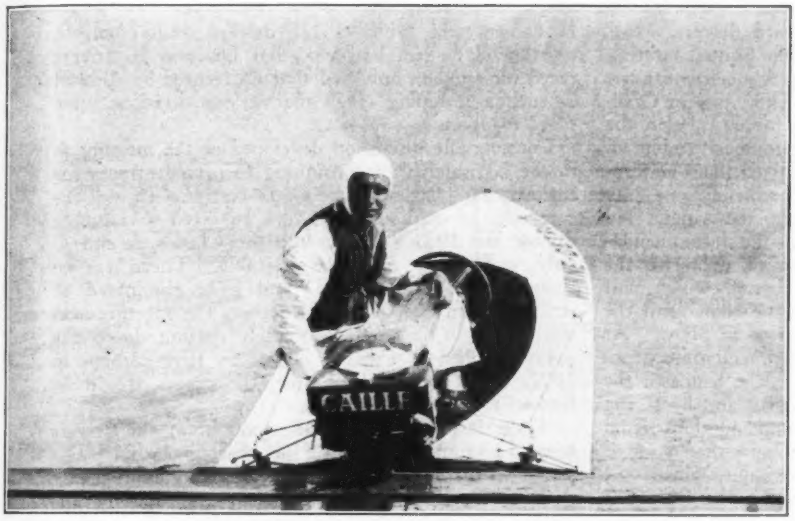
In order to still further lighten the reciprocating weight, aluminum connecting rods are sometimes used in high speed motors. A cast aluminum rod weighs approximately one-half as much as a bronze rod. It would be even lighter except that it is made heavier in cross section to get the required strength. While aluminum is not considered an excellent bearing material, these rods are run directly on the hardened and polished crank pin successfully. Forged aluminum rods have also been used with success, and because the forging is stronger than the casting, a considerable saving in weight is made. With copious lubrication, constantly maintained, the aluminum rod bearing on the crank pin is satisfactory, but the wearing qualities cannot be compared to the bronze. And if lubrication once fails, the surface is likely to be ruined beyond repair.

The crank case is an aluminum casting. In very small motors this is sometimes made by the die-casting process in metal molds and very little machining is then necessary. No special high quality alloy is necessary in this part, but of course the casting must be perfect and without porosity.

The stern bracket, having the important function of supporting the motor

(*Continued on page* 158)

Victory after Victory for Class A CAILLE RED HEADS



and NOW More New World's Records *and a NEW National Champion!*

FAY IREY won the National Amateur Championship, Class A, Divisions 1 and 2 at Middletown, Connecticut, October 12th, with a Caille Red Head, setting a new World's Competitive Record of 31.914 m. p. h. At the same regatta Hilda Mueller won the Class A, Division 3, National Championship, with a Caille Red Head, establishing a new World's Competitive Record for this class, of 32.315 m. p. h.

Every Class A Record is held by Caille! Caille Red Heads have also won every divisional championship! Pacific Coast Championship! Central Championship! Eastern Championship! A nation-wide victory!

Because of low first cost, greater dependability, low operating cost, and easy portability, Class A Caille Red Heads have greatly increased in popularity and interest this year, and we confidently predict a new peak of competitive interest for 1931. Simplicity of design and high speeds now being obtained guarantee this growth of interest, so well suited to amateur competition. Speeds up to 34 miles per hour have been reported!

CAILLE MOTOR COMPANY
6242 Second Boulevard, Detroit, Michigan

CAILLE
RED HEAD
PERFECT OUTBOARD CONTROL

OUTBOARD DRIVERS SUGGEST CHANGES

Conference of Outboard Drivers Considers Many Revisions to Present Racing Rules All Looking to Greater Simplicity in Number of Classes and Divisions

AT THE conference of outboard drivers, which was held in connection with the annual meeting of the American Power Boat Association at the Columbia Yacht Club, New York City, late in October, a number of recommendations for changes in the outboard rules for 1931 were unanimously adopted. All of these changes, which were passed upon and approved, were in the nature of recommendations only and in no sense actual changes in the rules. No changes will become effective until the recommendations have been presented and passed upon by the National Outboard Racing Commission, which will not officially approve of changes in the rules until the time of the next New York Motor Boat Show. At that time, the suggestions and recommendations from all sections of the country will be in the hands of the National Outboard Racing Commission and by giving consideration to all of these recommendations from drivers located everywhere, it is thought that a set of outboard racing rules can be worked out, which will be mutually satisfactory to the majority of American outboard drivers.

The whole tone of the recommendations made at the American Power Boat Association driver's meeting was one of simplification in the outboard rules. The meeting was largely attended and everyone spoke along the lines of making the rules more simple, cutting down on the number of driver's divisions and perhaps ultimately the number of classes. It was felt that the public, as well as the drivers, have been more than a little mystified this year by just who was included in the various divisions of drivers and that by cutting these four divisions down to two, which would be in reality amateur and professional, although they would not be called by such names in the rules, that such a change would be favorably received by all interests.

It will be recalled that at the present time, there are four divisions of drivers; Division I for the novice who has competed in less than fifteen events; Division II being those drivers who have competed in more than fifteen events but do not race for cash prizes or are in no way connected with the outboard industry; Division III for those drivers who compete for cash prizes but are in no way connected with the industry and Division IV being those drivers who follow some branch of the outboard industry as a means of livelihood.

The meeting recommended that the present Divisions I and II be combined into one division to be known as Division II and that the present Divisions III and IV be combined into one division to be known as Division III and that records be allowed in both divisions and that stock motors be raced in each division.

It was felt that the present rules which torbid Division II drivers competing with Division III drivers worked an unfair hardship at many small regattas, where the number of contestants was not sufficiently large enough to warrant events in all divisions and all classes. Therefore, the meeting went on record as approving the creation of a new division to be known as an Open Division in which Division II drivers and Division III drivers could compete together, provided, however, that Division II drivers raced for trophies only and that no records be allowed in such a grouping when the various divisions were raced together.

Considerable discussion developed at the meeting as to the advisability of continuing to promote races for the existing Classes A, B, C, D and F. It was the consensus of opinion that Clubs be asked to promote during the 1931 races, events for Classes A and C only, as far as it might be desirable. There was no thought that Classes B, D and F be eliminated or stricken from the rules. However, the meeting was unanimous in favor of ultimately cutting down the great number of existing classes so that perhaps in 1932, or at some future time, the classes would be limited to A and C.

There is much logic in the thought of the drivers toward eliminating some of the existing classes. The speeds in the various classes are so closely approaching each other, that it does seem that if some of the classes were eliminated, that the competition would be keener and that more boats would be raced. For example: We now have six classes of motors and with an average attendance of twenty-four drivers at a race meet, this cuts the field for each of the classes down to three or four drivers. If instead of the six existing classes, we had only A and C, then instead of two or three drivers in each race, we could be sure of fifteen or twenty starters in every event.

Looking at the situation from the viewpoint of speeds and records, we find that the record in Class A at the present time is 32.3 miles per hour in competition. It is felt by many that such a speed is fast enough for beginners and also fast enough to result in spirited and spectacular racing. Furthermore, the A class provides a cheaper outfit both as regards motor and boat and an outfit that is decidedly more portable and more easily handled by those drivers who are not obliged to go from race meet to race meet with a large crew of mechanics and assistants.

With the developments in Class A, which are bound to come, a speed of nearly 33 miles an hour which now exists in Class A is certain to be raised next year to 35 or 36 miles an hour in competition.

The best speed to date in Class B is 41.5 miles per hour made in the professional division. This speed is only a few miles better than the existing speed in Class A.

Class C this year has been the most popular and has had the greatest number of entries in all prominent and National Regattas. The best record in C class at the present time is 44.8 miles per hour. Comparing this speed in Class C with the best speed of only a little better than 45 miles an hour in Class D and 46 miles per hour in Class F, it will be seen that with a little more development in Class C motors and hulls, the Class C speed will possibly equal those speeds found today in Classes D and F. It is also a well known fact that if the manufacturers of outboard motors can concentrate on two racing motors instead of six as at the present

(*Continued on page* 157)

FAMOUS *Century* BOATS

THE CHOICE OF CHAMPIONS

50.934 M.P.H.

THE ELUSIVE 50 M.P.H. MARK FINALLY ATTAINED! AT FOX LAKE, ILLINOIS, RAY PREGENZER DROVE HIS CENTURY HURRICANE AT THE NEW WORLD'S RECORD SPEED OF 50.934 M.P.H. AGAIN CENTURY PROVES ITS SUPERIORITY IN DESIGN, SPEED AND CONSTRUCTION, IN ATTAINING THE OUTSTANDING ACHIEVEMENT OF 1930.

During the Central Divisional Championships at Fox Lake, Ill.—

Century Boats won SEVEN Central Championships out of twelve.
Century Boats established SEVEN new world's records out of ten—more than twice as many as all other makes of boats combined.

And—in the National Championship Regatta at Middletown, Conn.—

Century Boats won FIVE National Championships out of twelve.
Century Boats won FOUR A.P.B.A. Championships out of ten.
Century Boats won FIVE Eastern Championships out of twelve.
Century Boats established FOURTEEN new world's records for five miles during the three days of the Regatta—more than any other make of boat—practically as many as all the other boats combined.
Century Boats established THREE new world's records in the mile trials (32.297 M.P.H. in Class A, Div. III; 44.776 M.P.H. in Class E, Div. II; 44.489 M.P.H. in Class E, Div. III).

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SIR THOMAS LIPTON TROPHY GOES WEST

Harold G. Ferguson, California Crack Outboard Driver Wins Famous Cup in Three Straight Heats from Fast Field of Competitors

By FRANKLIN H. BATES

PHILADELPHIA caught the spirit of the outboard game, and showed two wonderful days of racing to a record crowd of some 30,000 persons, many of whom had never seen anything of the kind before, when the race for the Sir Thomas Lipton trophy was run as part of the Philadelphia Outboard Regatta September 19 and 20.

The banks of the picturesque Schuylkill River, famous for almost a century as the scene of the country's principal rowing races, were lined for the entire length of the mile-and-a-quarter straightaway course by spectators anxious to see the outboards in action. And converts by the thousand there were to a sport most of them had only remotely heard of before.

There was an almost complete absence of spills and upsets, but there was a remarkable series of wonderful nip-and-tuck races, with two official world's records made in competition. There were fast outboards from all corners of the country.

The outstanding conquest of the regatta was a clean sweep by Harold G. Ferguson, from Elsinore, California, for the Lipton trophy. Fergy drove his Blue Streak, an Elsinore craft, with Johnson 32 motor, to first place in each of the three 5-mile heats, for a perfect score of 1200 points.

It was not a runaway, for in each heat Fergy had to better his time of the preceding heat to win. And the third and final heat was almost a triangular dead heat, as three boats flashed across the line virtually abreast. In the first heat Fergy's time was 7:07, in the second 7:05, and in the third 7:03.

His score of 1200 points compared with 1047 for John Masterson, of Paterson, N. J., driving a Century Hurricane; and 1009 for young Bob Snadecki, of Westover, Va., with Blue Pigeon II.

Fergy's victory gives the Lipton trophy its first journey across the country, and it will make its headquarters in California until next year's regatta which will again be held in late September.

Two eastern defenders of the trophy, who had won it in the first two races, failed in their efforts to keep the trophy in the East, although their failure couldn't be charged altogether against them.

C. Mulford Scull, of Atlantic City, N. J., winner in 1929, was on hand with his Shooting Star II. He made a wonderful showing in the preliminary races on the first day, when he won the Class D division II race by taking both heats, and thereby captured the John D. Shibe trophy, offered by the prominent figure in the world of baseball, without much difficulty.

But when Scull went into the Lipton race, on the second day, it seemed that a jinx was on his trail. In the first heat, his new Johnson 32 motor, began to take fits, and after the first mile, chugged along on only one cylinder. Scull finished so far behind the rest of the boats in the heat that there was some question as to whether he was in that race or the next one.

He worked like a Trojan between heats, and in the second tiff showed better, taking fourth. But in the third heat, the motor died altogether halfway round, and Scull dropped out, heart-broken. His season's ambition had been frustrated.

The other defender was Chesley Allen, of Lake Hopatcong, N. J., on hand with a new un-named boat J-64. Allen won the Cup in 1928, the first year it was at stake, and he wanted to pull a come-back. He too raced in the first day's events, capturing one of the heats in classes E and F division II, in a runaway. His boat seemed to just be chuck full of speed.

Misfortune accompanied him Saturday when he started in quest of the Lipton Cup. Starting with a tremendous outburst of speed, Allen was soon out in front of the entire field, with only Ferguson close on his stern. Racing down-river on the straightaway, he had almost reached the head of Peters Island, at the lower end of the course, when suddenly the boat upset throwing Allen into the water, and drowning the motor for the rest of the day. Whether Allen had hit a shallow spot, or the upset was due to some other cause, has never been learned. But that ended his quest for the cup.

The story of the three heats is not long. Once Allen was out of the way, Fergy had no trouble staying well in front for the rest of the first heat. In the second heat John Masterson's Hurricane, a Century boat, made a little trouble early in the race, but as the heat wore on, Fergy drew a few boat lengths out in front, with a real triangular tussle for second going on between Masterson, young Snadecki, and Scull. And so it ended.

The third and final heat was still closer, and Ferguson had to give his boat everything he could find in the way of speed to nose home first by half a boat length, after Snadecki and Masterson had each held the lead at one time or another, and were both abreast of the westerner on that great spurt to the finish line. All three boats made faster time than Fergy did in winning the first heat.

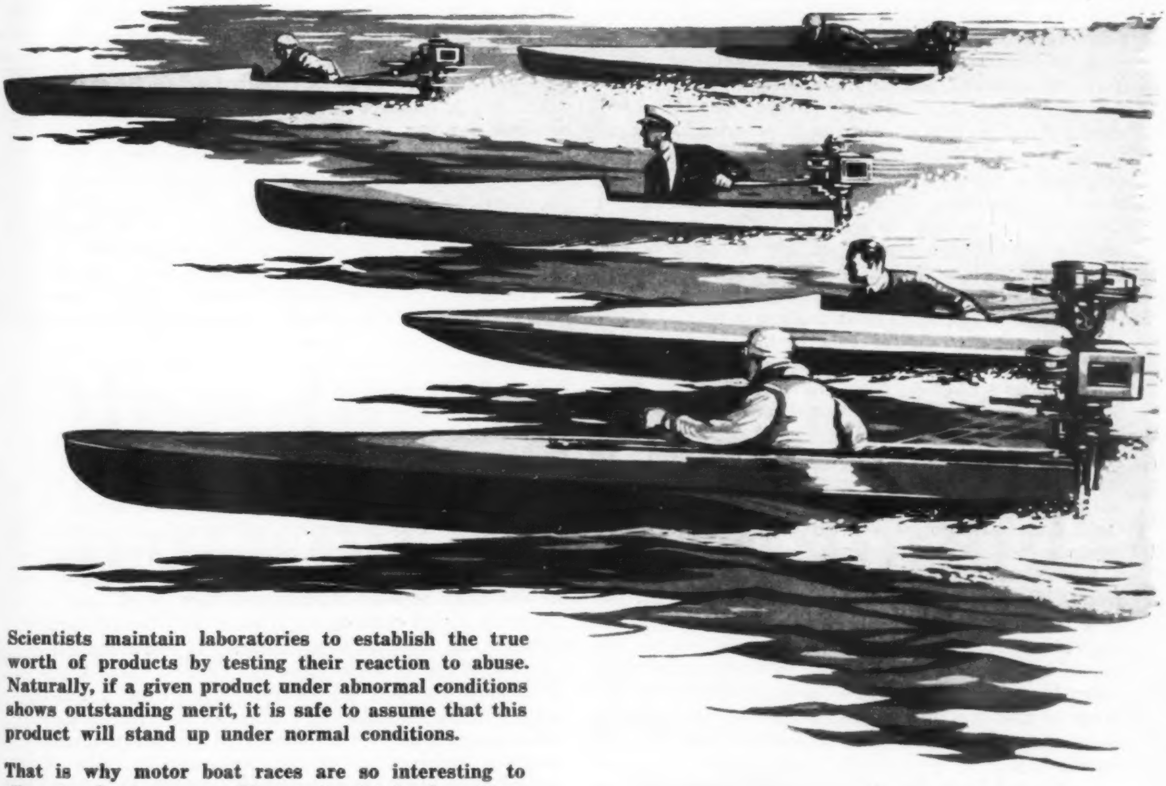
Two new official world's records in competition were made during the regatta. One of them was made in the first day's races for Division I and II drivers, and the second was made in the second day's events for Division III and IV drivers. Each was made by a lad still in his teens, hailing from New York State.

The amateur record was made by 16-year old Walter Jankowski, of Locust Valley, Long Island, in Class B division II. Jankowski made his new mark in the second 5-mile heat, when he covered the distance in 7:41, an average speed of 39.045 m.p.h. He lowered the previous record made May 18, 1930 at Lake Elsinore, California, by Charles Holt, whose speed was 38.626 m.p.h.

Incidentally the fast time enabled Jankowski to win the first prize for Class B, with his boat Dolores II, although he was beaten in the first heat by Lew Franco's Barracuda, of New York. Each had the same number of points,

(*Continued on page* 156)

BOAT RACES PROVE THE VALUE OF OIL FOR MOTOR BOATS



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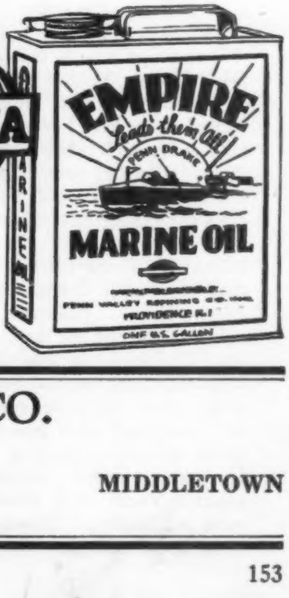

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THE CRUISE OF THE GREEN MULE

A Whimsical Plaint from a Cruiser Who Likes to Cruise But Must Spend His Days at Outboard Regattas

A NUMBER of prizes are awarded each year for Cruise Stories of one sort or another. The winning chronicles vary chiefly as to whether Friend Wife shall be referred to as the Skipper or camouflaged as the Cook—but since Mrs. Rinehart has made the *Saturday Evening Post* with a perfectly good regulation Cruise Story—what's the use? It would not surprise me—much—to see that sedate publication showing a recognizable picture of an outboard motor before many more years roll by. In two years they have shown three pictures that the text revealed as meant for putt-putts (Obsolete old Eng. form) but as one was described as having encountered valve trouble it must have been something else. Why anyone should go to the trouble of making up a reason for having an outboard stop—but then you see the heroine had to be put on the spot. However we are getting away from our cruise.

My great objection to most cruising is that so much of it is devoted to getting back to the starting point. Real relaxation comes only from having no particular objective, no schedule. Now and then it can be done. So for no good reason this story starts at Red Bank where the good old Green Mule acted as Mother Ship for a couple of trailers in Capt. Irwin's back yard. At least that's where she was supposed to be. I didn't see her until afterwards. Things are like that at the Gold Cup. You think you know just where you're going to be—and that's the one place you're not.

For me the Gold Cup is just an annual challenge from Odis Porter. He never has forgiven me for the time when we had duplicate numbers—if any—on the outboard fleet, and he is always convinced we are going to try it again. We put the outboard barge right under his nose this year just so he could admire the full range of numbers and he was caught muttering something about little ones that should be seen but not heard.

So far as I know the only one of the group that was at Red Bank who spent the following week end where he said he was going was Fred Horenburger. His idea of a vacation was to take care of the regatta at Greenwood Lake. At that he did pretty well for not a few of the drivers who said they were going elsewhere turned up to help Fred enjoy his vacation. Were they glad to see each other? How should I know; I wasn't there. Neither was Fred Horenburger. I'm just wondering. Soft spots have been known to go bumpy. I wasn't taking any chances; I headed for Geneva.

Now there's some place—in the sense of Ain't dat sumthin. A fine lake, and lots of it—in fact so much that they made a chain out of what spilled over, the Finger Lakes. Beautiful country, excellent miniature golf courses and all the trimmings. True we missed a good deal of its natural charm by being quartered in a hotel that kept the railroad from running into the main street—but that's the advantage of cruising—you can see something of a place as you leave it. I do not know whether or not to mention the Yacht Club. I know about where it is but I didn't see it. Why worry about a Yacht Club when you can get everything you need at Charlie's? However I imagine this Yacht Club must be of considerable size for two members of the local committee confided to me that they had—without premeditation, you understand—spent the night there, yet neither one recalled seeing the other.

During working hours headquarters were at the Fay & Bowen yard where the boats were well cared for. Leo Davids certainly made a splendid host.

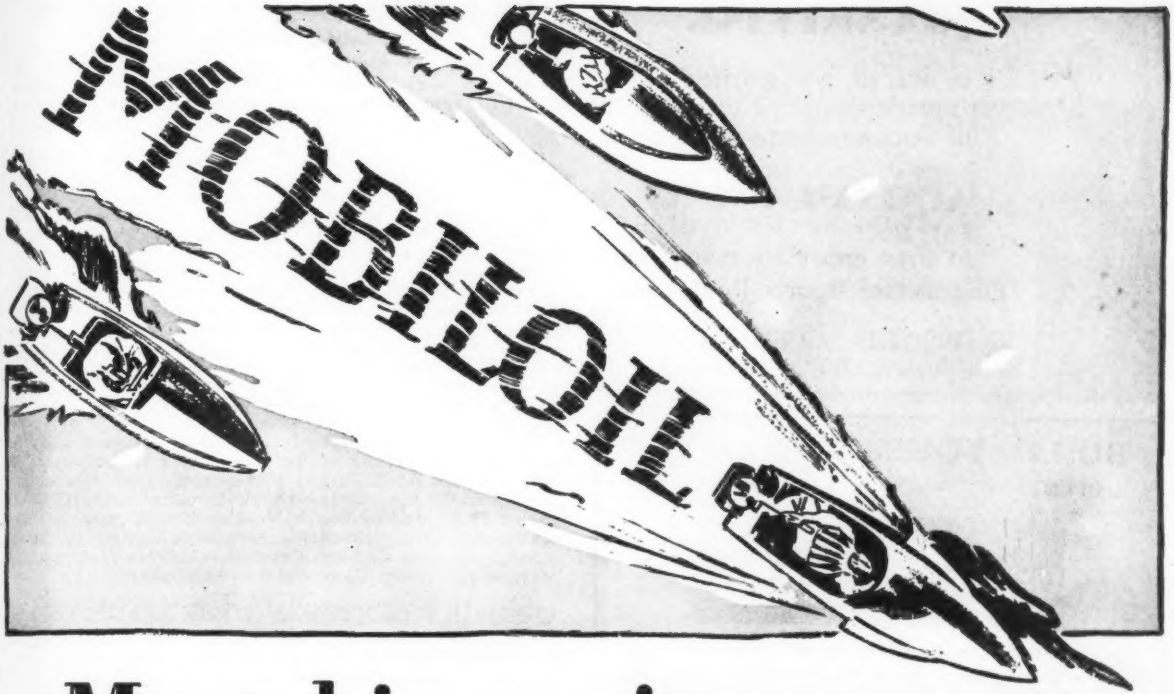
The program called for one day of racing on a two and a half mile course laid out in full view of the seawall which proved to be an excellent mile long grandstand. and a hundred mile marathon. The weather the first day was too good to last, however, and the marathon had to be postponed from Saturday to Sunday afternoon. And Sunday gave us a half gale sweeping down the sixty-three mile lake. After two delays the course was changed to take advantage of the slight protection of the west shore and the distance was reduced to about fifty miles. Five boats made the entire distance. As many failed to start. Three times as many came to grief—what I mean grief. The Coast Guard patrol came in at more or less regular intervals towing three boats each trip, two of them bottom up, and the third bottom missing. It was a wicked grind. Incidentally it was a fight all the way, and it was small wonder that the winner was completely all in at the finish.

The regatta was made the occasion for a meeting of the newly formed Finger Lakes association which is planning the establishment of a Finger Lakes Circuit in the near fuure. In this connection it is interesting to remember that Lake Seneca is on the canal, slightly off the route between Buffalo and New York, and is therefore within cruising reach from both the Atlantic seaboard and from the Great Lakes. It would not surprise me if one of these days that elusive Yacht Club at Geneva got over its modesty. However, I must suggest to the Chamber of Commerce that before that day they get some new waitresses. I got real chummy with the youngest one at the hotel—and she told all about how her grandson weaned himself from his bottle. Oh, well, he'll get over it.

But the races are over, the marathon run, the prizes awarded to almost everyone—and we must get aboard the Green Mule one more. There's a long, long trail awinding—to the regattas of tomorrow. We are heading for one of the most perfect courses in the East which has still to see its first regatta Where? Well, get out your map of Pennsylvania and locate Paupack County. Then find Pike County—that is not far from Scranton, over Honesdale way. Hawley to be exact, and Wilsonville. What's that funny name on the map—Wallenpaupack? That's it, Lake Wallenpaupack. You'll get used to it. It really isn't a bit harder than Coniwingo and it's a good thing to have a few fancy dams in your vocabulary.

Wallenpaupack is 14 miles long, about a mile and a quarter wide, 14 to 60 feet deep—and 1,200 feet high. It is a made lake, a power reservoir—and for this very reason most of its fifty-five miles of shore line belong to the power company. The section is well-known to fishermen and hunters—but is still largely undiscovered by anyone else. In other words it is still the sort of country where a night's lodging costs a dollar and breakfast comes to fifty

(*Continued on page* 157)



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'Round Staten Island Race—With Mobiloil in *Lightning II's* tank, William Feldhusen covered the 36-mile circuit more than 11 minutes ahead of the next boat.

First Inter-Collegiate Regatta—At Lake Skaneateles Stewart Nunnelly shattered two world's records for five miles in Classes D and F with his Mobiloil-lubricated *Deke M-2*.

International Cruiser Race—From Seattle to Prince Rupert, B. C.—3 out of 4 first places for Mobiloil—the third straight year that Mobiloil-lubricated boats have swept the field in this annual Pacific Coast cruiser classic.

'Round Manhattan Marathon—Harold Chapman repeated his victory of last year—with Mobiloil, of course.

Red Bank, N. J., Gold Cup Regatta—Three new world's records set with Mobiloil—Classes A, D and F.

Lake Elsinore Regatta—4 out of 5 new records made with Mobiloil.

New York to Miami—Frank Morley relied on Mobiloil in the fastest outboard run ever made between these two cities.

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And Abroad—At Genoa, Italy, Mobiloil-lubricated Laros engines set three new world's records in Classes A, C and F.

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SIR LIPTON TROPHY GOES WEST

(*Continued on page* 152)

and the race was decided on time in favor of Dolores II.

The other world's record was made by 18-year old Hilton Fraser, of Lake George, N. Y., while driving his Why Not IV, in class D division III. Fraser is a schoolboy, attending Hun School, at Princeton, N. J

The first boat was disqualified. It so happened that the first boat in that race also set up a world's record in another race, the second heat of Division III in Classes E and F. The boat was disqualified in both races, and the records in both not allowed, when it was found that the boat weighed 5 pounds under the minimum of 190 pounds.

The disqualified boat was Saugatuck Also, driven by Willis Overton, of Saugatuck, Conn. Saugatuck Also was first in both heats of Class D division III, and was first in both heats of Classes E and F division III. Upon its disqualification, Fraser's second time was recognized as the world's record. However first places in both Class D, and Classes E and F were awarded to Albert W. Nagell, of Wildwood, N. J., 20 year old lad driving Miss Wildwood II. Nagell followed Overton in points in both classes.

There was an abundance of action in the amateur races of the first day, in addition to the close victory by Dolores II in Class B. In Class C division II Ferguson's Blue Streak won both heats, and the trophy with plenty to spare. In Class D division II, C Mulford Scull's Shooting Star II won two easy victories and Scull received the John Shibe trophy. In classes E and F, division II, John Masterson's Century Hurricane, of Paterson, N. J., with 761 points, won the trophy.

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The figure of an Air and Water Nymph which was designed by Jenter Exhibits Inc. of New York City for use in decorating the prow of Dodge motorboats has been accepted by the Committee of Selection of the American Federation of Arts as an example of the decorative metalwork produced by the Aluminum Company of America to be exhibited at the International Exhibition of Decorative Metalwork and Cotton Textiles. This Exhibition will be held in Boston, New York, Cleveland and Chicago, beginning in Boston, October 1930 and ending in Chicago in April 1931.

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Boat Division, Southern Aircraft Corp.
BESSEMER BOULEVARD BIRMINGHAM, ALA.

OUTBOARD DRIVERS SUGGEST CHANGES

(*Continued from page* 150)

time, a much more perfect racing motor would probably result and due to the increased production which would follow by cutting down the number of classes from six to two, they could probably produce and sell this better racing motor at a lower price than the present charge for the B, D, or F motors.

As mentioned above, it was not the thought or intention of the meeting to recommend that all of the classes be eliminated for 1931 racing but that the local Race Committee which has not been successful in having a large unmber of entries for their six classes and four divisions, do everything possible to promote A and C. It was also a thought of the meeting that if the Racing Commission would go on record that Classes A and C would be continued for a period of years and promoted, that those new drivers desirous of entering the sport, as well as the old drivers intending to purchase new outfits, would be greatly benefitted and probably would be desirous of purchasing outfits in either Class A or Class C.

The meeting suggested that Class E be eliminated from the rules due to the fact that there was very little Class E racing during 1930 and that those events for Class E which were scheduled and held, attracted few entries. This suggestion was made also in view of the fact that no manufacturer at the present time is featuring a Class E racing motor.

When it came to a discussion as to whether our present weight restrictions on boats should be retained or whether they should be changed or eliminated entirely, the meeting votd, with only one dissenting vote, that the present rules should be retained without any changes whatsoever.

It has long been the wishes of a great number of drivers that the specifications of all motors, which are now furnished only to the members of the National Outboard Racing Commmission, should be published in the rule book so as to be available to all. Therefore, the meeting took action on this subject, recommending that the outboard specifications be published in the new outboard rule book.

During the present year there have been very few efforts to establish 10-mile records, all of the efforts having been confined to 5-miles records and mile trials. Therefore, it was thought that it would be a good idea to eliminate records for the distance of 10 miles and restrict all records to 5 miles and one-mile trials.

The question of inspection of motors caused considerable discussion but no suggestions were made for any changes in the requirements or rules for a stock motor. However, it was thought best to suggest to the Racing Commission that drivers provide in their racing equipment a large canvas bag that can be closed under lock and key and that when a motor comes in from establishing a record, that this motor be placed in such a canvas bag and locked up, subject to inspection. The drivers felt that in some instances there had been too much temptation, due to the fact that motors waiting for inspection had been left unguarded for considerable periods of time and that anyone wishing to employ unfair tactics on such motors would have little difficultv in doing so.

THE CRUISE OF THE GREEN MULE

(*Continued from page* 154)

cents. (Don't worry, that won't last.)

Well, to come to the point, the boys in Scranton and the lads of Hawley got together—and the power company gave them a site for a boat club—and there you are. They have put in both a mile and a two and a half mile course, carefully surveyed and duly approved by the powers that be—and one of these days you are going to see or hear about some races as is races. For there is no course in the East so nearly perfect, not only for outboards but for any type of boat that can be brought in by truck. In fact, there are only two drawbacks. It is going to take a bit of doing to get carburetion at 1,200 feet—for drivers who are used to sea level. And it is going to be terribly hard to stay awake long enough to do it. I am convinced that "Wallenpaupack" is the Indian term for "the-place-that-sleep-comes-from." Or else it is some relation to "Gesundheit"—only instead of meaning Good Health it means Good Night.

Well, Good Night. (Pun.) The Green Mule is headed South.

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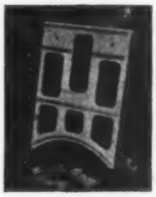

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GORDON B. HOOTON GRAND RAPIDS, MICHIGAN

LOOKING INSIDE THE OUTBOARD ENGINE

(*Continued from page* 148)

and holding it securely to the boat, is of high strength aluminum alloy heat treated.

The drive shaft, connecting the crank shaft to the bevel pinion in the gear case, is sometimes made of heat treated alloy steel of small diameter, sometimes of duralumin, a rolled aluminum alloy of great strength. It is essential that the drive shaft be resilient so that there is some torsional spring to it. It then twists slightly when the explosion in the cylinder accelerates the crank shaft and springs back to normal as the torque decreases. In this way, the shock of the explosion is not carried through to the gears but is cushioned in the drive shaft itself.

In some motors a short hardened steel stub-shaft carries the bevel pinion and is itself carried by the gear housing bearings. In that case, the drive shaft has no bearing surfaces but only a coupling at each end, the one securing it to the crank shaft, the other to the stub-shaft. If, as in many designs, the bevel pinion is attached directly to the drive shaft at the lower end, then hardened and ground bearing surfaces are provided on the drive shaft. If the shaft is of duralumin, a hardened steel sleeve is pressed on to it and pinned and operates in the bronze bushing in the gear housing.

The bevel gears which transmit great power at high speeds relative to their size, are usually made of high grade nickel steel or chrome-nickel steel with sufficient carbon content for oil hardening. The teeth are accurately cut, of course, and the holes inside ground to exact size for close fits of the shafts. The gears are hardened all the way through and then tempered so that the whole gear is hard yet tough. Case hardening is not employed in the manufacture of the gears as this would tend to make the comparatively narrow teeth too brittle. Instead, a combination of hardness and toughness is obtained. As has been pointed out previously, the gears in outboard motors carry loads much greater than is considered good practice in other fields, but possibly the fact that they are always well lubricated and water cooled makes this possible.

The propeller shaft is now almost universally made of stainless steel. This alloy steel with a high chromium content will not rust even under trying conditions. And it resists both the ordinary corrosive action of salt water as well as the electrolytic corrosive action set up by the proximity of other metals—bronze in the bushings, aluminum in the housings. Stainless steel is expensive and in some forms rather difficult to machine. It cannot be made as hard on the surface as a case-hardened shaft, but it is hard and tough and makes a reasonably good bearing surface. In some waters, and under some conditions, even this highly resistant material may be nearly eaten away at a point just outside the end of the gear housing bushing in a few months time. Yet no material so far discovered is quite so satisfactory in the long run. A metal which would entirely withstand corrosion might be too soft and wear quickly in the bearings; a case-hardened shaft, ideal from the wearing standpoint, will corrode.

The gear housing is a rather large and intricate aluminum alloy casting. Here the engineer does not give so much attention to strength as to corrosion resisting qualities. An aluminum alloy high in silicon content is usually selected. This, properly treated, will withstand salt water corrosion admirably although not perfectly. Nevertheless, this metal and its treatment has been so far perfected as to make it unnecessary as in the past to use bronze castings for salt water motors.

The propeller is sometimes cast of corrosion resisting aluminum—for service purposes; or, more often, of a strong, tough bronze. The metal in the propeller should be strong and ductile so that it will bend or dent rather than break or chip upon hitting under water obstructions. In the service motor propeller it is not so necessary to have absolutely the highest efficiency at the expense of strength, so the blades can be made rather thick. In speed propellers, efficiency is the one thing desired and to get it the blades must be thin. Aluminum is not strong enough in the thin section, so bronze is almost invariably used in this type.

Machines and equipment and personnel in the machine shop may be the finest that can be had; a corps of trained inspectors may reject all but the most perfect parts; yet if the assemblers are not thoroughly trained experts the product may not do the work for which it was designed.

A flywheel not securely attached to the crank shaft will work loose and cause much damage. If the pistons and connecting rods in a twin motor are not matched carefully for weight, vibration and roughness in operation will appear. More important still, if the connecting rods and pistons are not properly lined up with the cylinder in which they work, the motor can never develop its normal power. Main bearings must be carefully line-reamed to exact size and smooth surface. The connecting rods must not be too tight on the crank pins. And if ever it were true anywhere, "Cleanliness is next to Godliness" in the assembly department. Just a few iron or bronze filings left in the crank case, a little dirt in the gasoline tank, a screw carelessly dropped into the gear case and forgotten, may mean the difference between a successful motor and one which cannot satisfy the customer.

Various methods are used to break in the newly assembled motor before it is started on its own power. Some method for belt driving the crank shaft and supplying the cylinders, pistons, connecting rod and main bearings with oil is usual. In one factory the bare power head is placed in a shallow tank with the end of the crank shaft extending. Here it is driven at about 1,000 revolutions per minute—slower, perhaps, at first—in an oil bath, for as much as two or three hours. All the rubbing surfaces are polished in this way. Next, the lower unit is assembled to the power head, the flywheel is attached, and the motor is placed in a tank of water and run slowly under its own power with excess lubrication for another two hours. If it has so far passed the test without showing signs of distress or disclosing any serious defects, it is opened up and allowed to run for another hour as high as 3,000 revolutions per minute under load. It is then ready for final assembly and inspection.

The regular muffler is attached, the gasoline tank assembled on the power head, the motor completed ready for shipment. The final tester and inspector takes it into a closed room and operates it on an individual tank. He tries the starting; determines whether it is sufficiently well limbered up; looks over all screws, bolts, nuts, water connections, piping, to see that they are tight; reads the speed when wide open from a conveniently located tachometer; and then either sends the motor back to the assembly department for correction of troubles found or places his stamp of approval upon it as a finished perfect product.

It is customary in some plants for the engineers to pick one or more motors at random from the final test line every day or so and check them thoroughly for troubles of any nature. Occasionally one is put on the dynamometer and tested for horse power output at different speeds.

It is quite unnecessary to go to the expense of making actual horsepower tests on all motors as a rather close approximation is obtained by the final tester and inspector.

The engineers take a motor on which horse power tests have been made at the full range of speeds. This is placed on a boat with standard equipment and a regular propeller and the speed of the motor in revolutions per minute determined when driving the boat at full speed with the throttle wide open. It is then known from previous tests what power the motor is developing at that speed. Since the motor cannot turn a regular propeller in the test tank as fast as when operating a boat, a paddle wheel is made to replace the propeller and this is gradually modified until the motor can turn it in the test tank at the same speed as it turns the regular propeller on a boat. It is then known that the motor is developing the same power as it did on the boat because it is turning at the same speed with the throttle wide open.

These calibrated paddle wheels are used on the production motors on the test tanks. By simply determining the speed at which the motor will turn the standard paddle wheel, the tester can tell approximately what horse power it is developing. And if for any reason the motor is unable to develop sufficient power it is given more running or returned to the assembly for rebuilding before it is released for shipment.

Inspection does not begin and end with the final product. Inspection starts with the rough castings, the bars of steel or brass, the ignition equipment, the spark plugs, and all the material as it is delivered to the factory. If any part is imperfect it is rejected there before expensive time and labor are wasted on it. As the finished pieces come from the machines they are delivered to inspectors who carefully look over and measure with special gages and equipment each individual piece. The assemblers are expected to reject any parts which may have been inadvertently passed by the inspectors. And finally, the testers, and the final tester and inspector will reject any motor or any part which is not satisfactory for a perfect final product.

In addition, the engineers are continually trying new materials and new designs in order to improve the power or operation of the motor or reduce the cost of production.

Watch next Month for the Announcement of the

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A new, small, lightweight High Powered, two cylinder, four cycle, outboard motor to be sold and manufactured.

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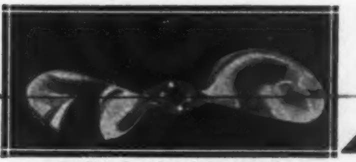

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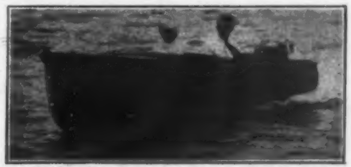

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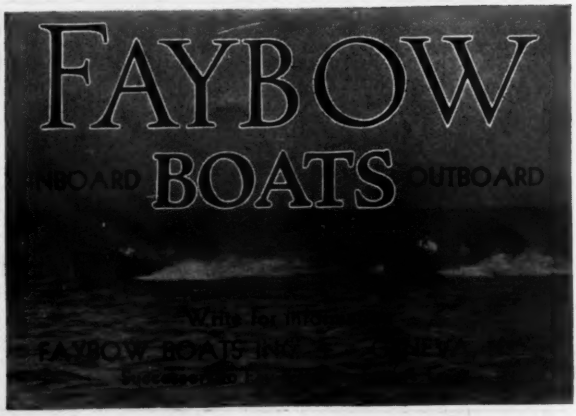
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OUTBOARD NOTES

MICHIGAN RULING BENEFITS DUCK HUNTERS

Spurred by numerous appeals for a ruling from the National Outboard Association, acting for a large number of hunters, the law enforcement division of the Michigan Department of Conservation, asked the attorney general for a definite decision on the legality of carrying detached outboard motors inside boats which were being used for duck shooting. According to the ruling handed down, "a row boat or other boat with a detached outboard motor lying in the bottom is not a motor boat, and a duck hunter using the boat is not violating the law."

NEW OUTBOARD DRIVE

Joseph Van Blerck has designed a complete new stern drive outboard unit for the American Outboard Drive Corporation of Newark, N. J. It embodies the complete driving and steering mechanism required including drive shafts, propeller, stuffing box, skeg and steering mechanism. It includes many advantageous features. A noiseless chain drive guarantees quietness and high efficiency with a minimum of frictional losses. Automatic tilting and the provision of shearing pins provide a wide factor of safety when beaching the boat or in collisions with submerged obstructions. Removal is easily accomplished by loosening two thumb screws and removing a bolt.

CENTURY SETS RECORDS

At the National Championship Regatta, out of fourteen new world records, five mile competition, six of them were made in Century Boats, built by the Century Boat Company of Manistee, Michigan. This is a decided tribute to the excellence of design of these fast racing crafts. In addition to this of the twelve drivers who were crowned national champions, five were driving Century boats.

NEW STEP HYDRO RUNABOUT

To meet the requirements of the new 125 cubic inch class, just announced by the American Power Boat Association, the Century Boat Company has applied its designing skill to the creation of a 14-foot single step hydro runabout. It is intended for two passengers and may be used either as a high speed runabout or as an out-and-out racing craft. It will be regularly equipped as a stock production model with the Universal Blue Jacket Motor.

JOHNSON HAS NEW SALES MANAGER

Announcement is made by the Johnson Motor Company, Waukegan, Ill., of the appointment of Charles M. Piper as general sales manager. Mr. Piper was formerly general sales manager of the Fisk Rubber company, and previous to that was with the Goodyear Rubber company for fifteen years.

COST WINS AT PENSACOLA

George Cost, record-breaking outboard driver of Birmingham, Alabama, traveled to Pensacola, Florida, September 28 to win two out of three events on the day's regatta program.

Cost finished first in every heat of the Class B event, for which his winner's prize was forty dollars. Ed Coursen placed second, and Ted Frary, third. In the C and D race, open also to class B drivers, Cost practically duplicated his other performance, winning two heats and placing second in the third heat. His prize in this event was an additional fifty dollars. F. Harrison, of Milton, Florida, captured the runabout race with first place in both heats.

Several thousand spectators witnessed the regatta.

SEA SLEDS UNIVERSAL-POWERED

The Sea Sled Corporation of West Mystic, Conn., recently completed trials of two new Sea Sleds, both of which showed satisfying speed and performance under varying conditions. The Model 20, the smaller of the two boats, is powered with a Universal Eight-115.

MULROY NEW N.O.A. SECRETARY

James W. Mulroy, publicity director of the National Outboard Association, has been appointed to succeed George O. Hoehn in the capacity of executive secretary. Mr. Mulroy will continue to discharge his duties as publicity director as well as his new secretarial functions, besides becoming a member of the National Racing Commission.

SMYRNA YACHT CLUB

Sixty influential citizens of New Smyrna and New Symrna Beach, Florida have organized and are now building a new yacht club which will cost $25,000. It will be located on the East Coast Canal and will be conveniently accessible to all visiting yachtsmen.

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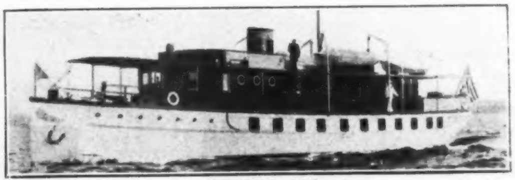
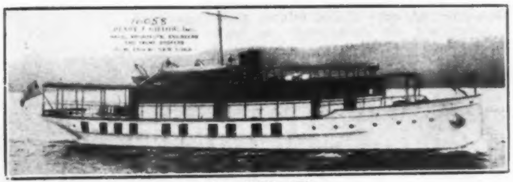
All of the yachts shown on this page are for sale. Some of them may be chartered. Select those which appeal to you most and we shall be glad to send complete information and prices. You are safe when buying through Gielow.



No. 10059—104'
TWIN SCREW HOUSEBOAT



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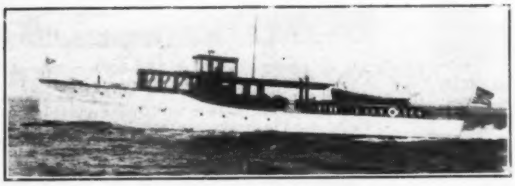

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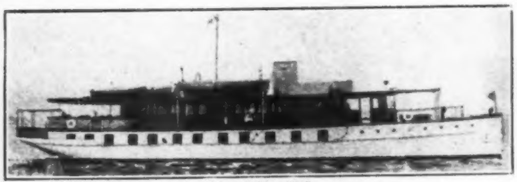

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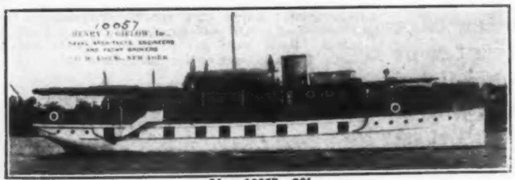

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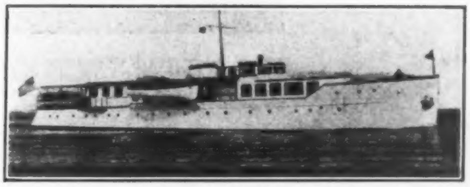
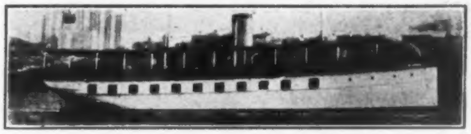


No. 10905—122'
TWIN SCREW DIESEL YACHT



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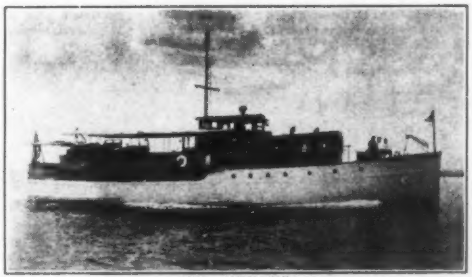
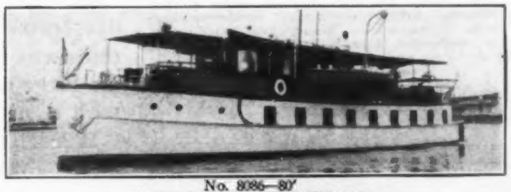
TWIN SCREW HOUSEBOAT



No. 11253—75'
TWIN SCREW MOTOR YACHT



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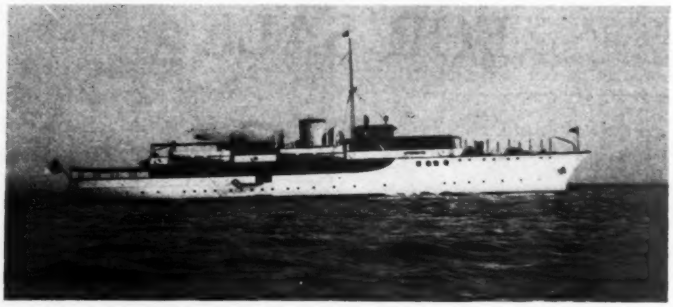
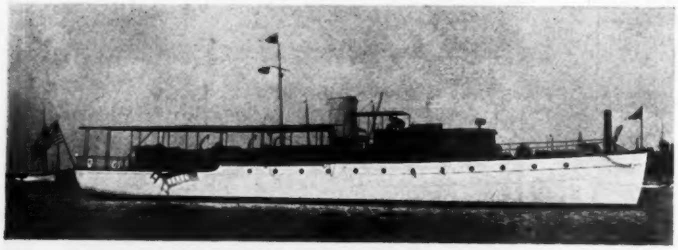
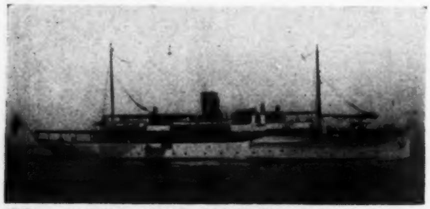


No. 5450 FOR WINTER CHARTER—Superb Twin-Screw 185 ft. Diesel Yacht; speed 14 knots. Accommodations consist of large dining saloon, galley, library and living room located in deckhouse. Below are six staterooms, six baths. Attractively furnished. All modern conveniences. Immediate delivery

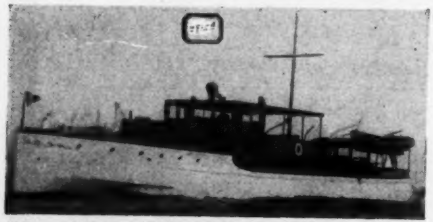


No. 463 FOR SALE AT LOW FIGURE AS OWNER HAS PURCHASED LARGER YACHT—Steel, twin-screw 110 ft. power yacht, speed about 13 miles cruising! 2 six cylinder air starting 100/125 H.P. Standard motors. Accommodations include two double, two single staterooms, bath and two toilets. Has been maintained in the best possible condition and a number of modern improvements added from time to time, including electric windlass, capstan aft, and refrigeration, also Pyrofax gas stove. Deckhouse, skylights and all deck fittings of teak. Exceptionally able craft for one of her type. Reasonable offer considered for a quick sale.

No. 4733 FOR SALE—Modern twin-screw 93′ Mathis houseboat. Speed up to 14 miles; two 6-cylinder 150 H.P. Winton gasoline motors. Accommodations consist of large combined living and dining room in deckhouse, three double, one single stateroom, three baths. Handsomely fitted and furnished. Excellent condition throughout. Price attractive. SEVERAL OTHERS OF THIS TYPE AVAILABLE FOR CHARTER FOR FLORIDA USE, BOTH LARGER AND SMALLER.



No. 4649 FOR CHARTER—Modern 172 ft. Ocean-going Twin Screw Diesel Yacht. Two 6-cyl., 350 H.P. Winton Diesel motors. Accommodations include continuous deckhouse containing large dining saloon, library and living room. Below six staterooms, four baths. Large deck space with shelter deck aft.



No. 4815 FOR SALE—Fast 80-ft. Twin Screw Power Yacht. Two 6-Cyl. 225 H.P. Motors. Speed 16 miles. Three double staterooms, shower bath and two toilet rooms. Dining saloon in deckhouse forward. Large deck space. Price reasonable for a quick sale. Further particulars on request.

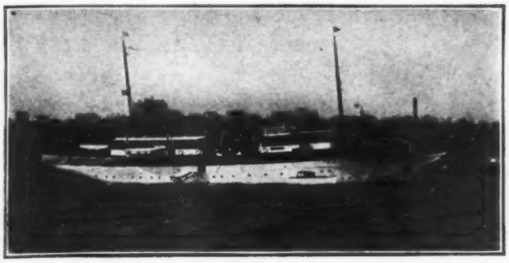
The

YACHTS

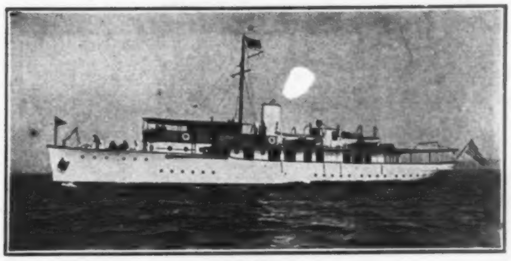
illustrated on this page represent only a few of the large number listed with us FOR SALE or CHARTER. Let us know your requirements.

No. 5434 FOR SALE—Roomy, fast Cruising Power Yacht. 94 feet long, 15 foot beam. Built in 1928. Two 350 H.P. Winton Motors. Cruising speed 17 m.p.h. Large combined dining room and living room in sunken deckhouse forward. Below aft are two double, two single staterooms, three baths, toilet rooms. Large deck space. Attractively finished and furnished. All modern conveniences. Hull double planked. Built from our plans and under our supervision. Price attractive for immediate sale.

No. 5520 FOR SALE—Twin Screw 66-ft. Consolidated Commuter. Speed up to 22 miles. Two 6-cyl. 170 H.P. Speedway Motors. New 1929. Double stateroom; dining saloon in deckhouse. Forward and after cockpits. Splendid condition. Unusually attractive price.



185 Feet



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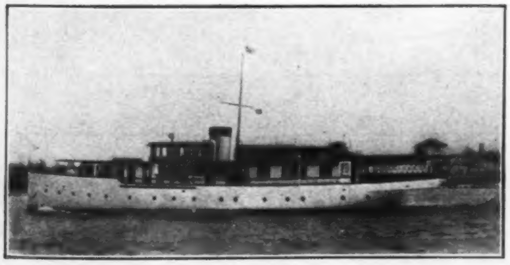

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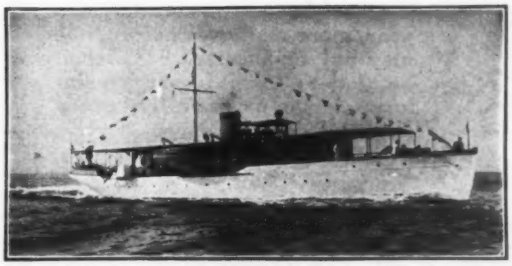
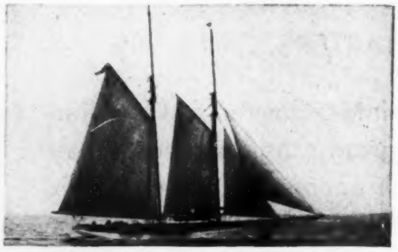
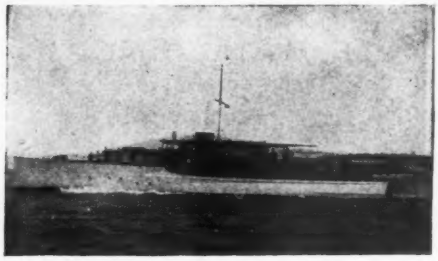


110 Feet

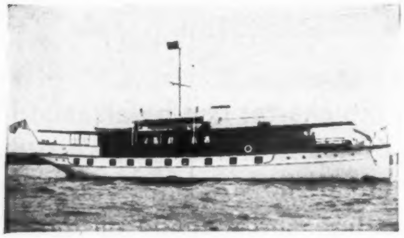
NO. 809 — FOR SALE or CHARTER — One of the new well-known New York Yacht, Launch and Engine Company's 77', new 1926, in perfect condition and fully equipped. This boat is well known in southern and northern waters, 2 double, 2 single rooms, 2 baths.



NO. 2366—FOR SALE or CHARTER—60' l.w.l. aux. power, 1 double stateroom, 2 single staterooms, 2 toilets, boat in first class condition, ideal for offshore cruising.



NO. 864—FOR SALE—John H. Wells' design express cruiser, 106' powered with two 500 h.p. Winton engines. Cruising speed 18 miles. One double room, two single rooms, two baths, large after cockpit; living room aft, dining saloon forward. Boat is beautifully furnished and in perfect condition.



NO. 1275 — FOR SALE or CHARTER — 101'2" Diesel Cruising Houseboat, Mathis built. Has 4 double, 1 single staterooms, 5 baths, very large deck-house, boat in perfect condition. Fully equipped.

NO. 1105—FOR SALE—93' Mathis Houseboat, Winton powered, owner's quarters include 4 double staterooms, 3 baths, large deck-house, boat in beautiful condition.

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¶ Enjoy to the fullest the pleasure of owning a yacht for the winter without the expense and delay of building one. ¶ Entertain exclusively on a palatial house-boat, a swift, trim cruiser or a sea-going diesel yacht. ¶ It is surprising how moderately this year, more than ever before, one may buy or charter. ¶ We shall be glad to furnish complete information on many craft of every size and description.

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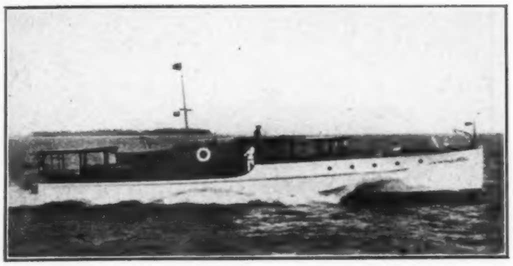
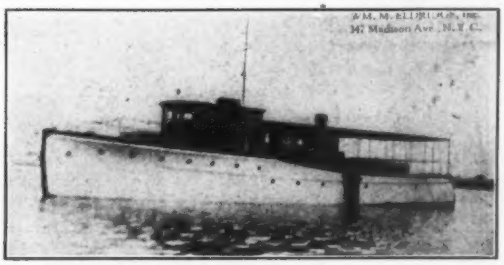
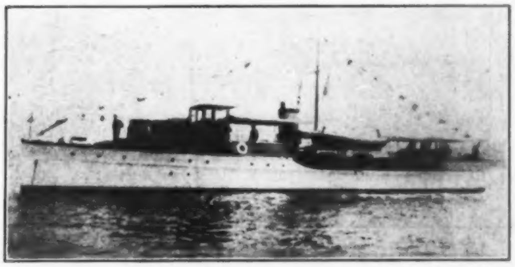


No. 1390—For sale.—The last word in a fast cruising yacht. 71' long. Winton powered. Speed 24 m.p.h. Luxuriously appointed. Perfect condition. Inquire WILLIAM M. ELDRIDGE, Inc., 347 Madison Ave., New York.

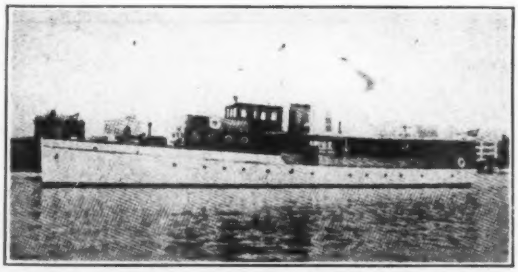


No. 2524—Built for extensive cruising this 65' Diesel yacht is for sale. One year old. Just been entirely overhauled and is in beautiful condition. Sleeping accommodations for six. One bathroom. Two toilets. Inquire WILLIAM M. ELDRIDGE, Inc., 347 Madison Ave., New York.

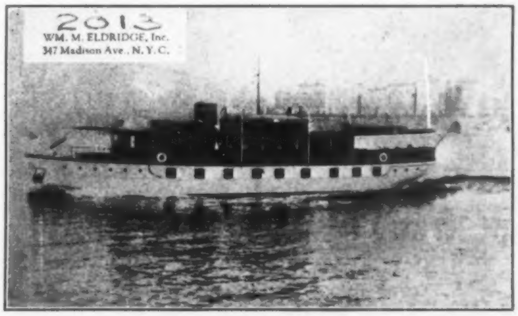
No. 1386—56' Cruiser completed in August, 1930. For Sale or Florida Charter. Powered with a pair of Sterling Dolphins. Complete and ready for cruising. Fire place in smoking room. Hot and cold running water. Electric radio and victrola. Loud speakers in each cabin. WILLIAM M. ELDRIDGE, Inc., 347 Madison Ave., New York.



No. 1154—For Sale or Charter—93' twin screw Winton motored gas yacht. Two double, one single staterooms, two baths. Yacht is in fine condition and well appointed. Inquire WILLIAM M. ELDRIDGE, Inc., 347 Madison Ave., New York.



No. 2522—Entirely refurnished in 1929 this 100' T. S. Winton powered Diesel is offered for sale. Grand piano, radio transmission. Inquire WILLIAM M. ELDRIDGE, Inc., 347 Madison Ave., New York.



No. 2013—93' twin screw Mathis house boat. Winton motors. Four double staterooms, two baths. In perfect condition throughout. Inquire WILLIAM M. ELDRIDGE, Inc., 347 Madison Ave., New York.

No. 2537 — For sale or Charter. — 110' Diesel yacht. Ideal for cruising, Florida and West Indies. Splendidly appointed. Inquire WILLIAM M. ELDRIDGE, Inc., 347 Madison Ave., New York.

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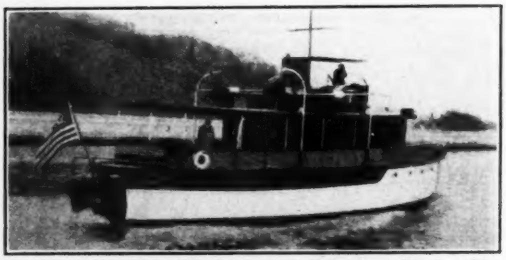
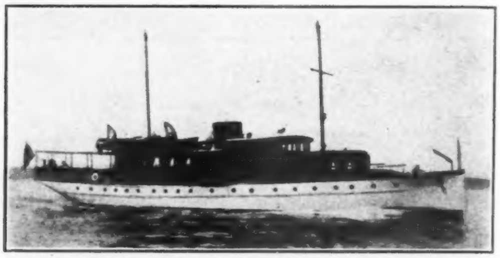
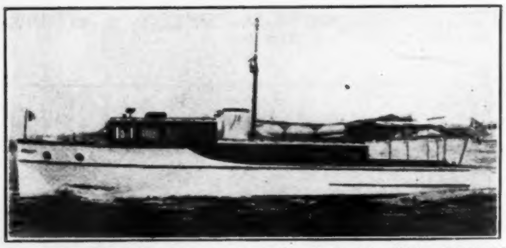


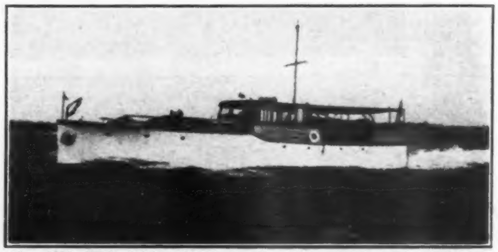
No. 2620—FOR SALE—Might charter—67' Twin Screw Diesel cruising houseboat, speed 13-14 miles. 1 single, 3 double staterooms, deck dining salon. Bathroom, etc. Very comfortable and most livable.



No. 2721—FOR SALE—100' Twin-Screw Diesel yacht, speed 14 miles. 5 staterooms, sleeping 7 persons. Bathrooms, etc. Of recent construction and kept up and furnished in best possible manner.



No. 2860—FOR SALE—47' A.C.F. cruiser built late 1929. Speed 16 miles. 1 double stateroom and salon sleeping 6 persons. Berth and w. c. for man. Has had the best of care and very desirable.



No. 2893—FOR SALE—Unusually fine 62' cruiser, built 1930. Twin-Screw, speed 17-18 miles. 1 single, 1 double stateroom and 3 extra berths in salon. Bathroom, etc.

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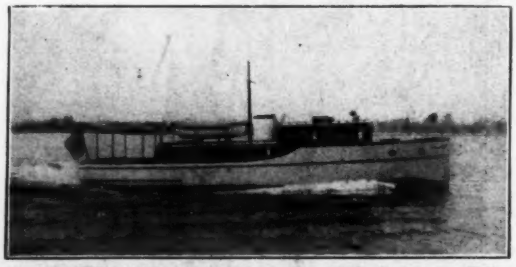
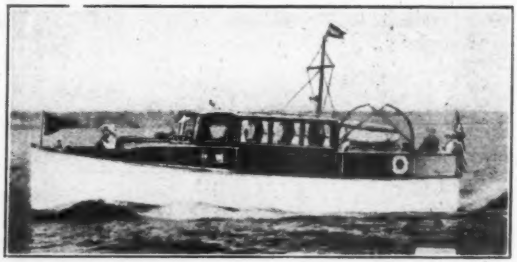
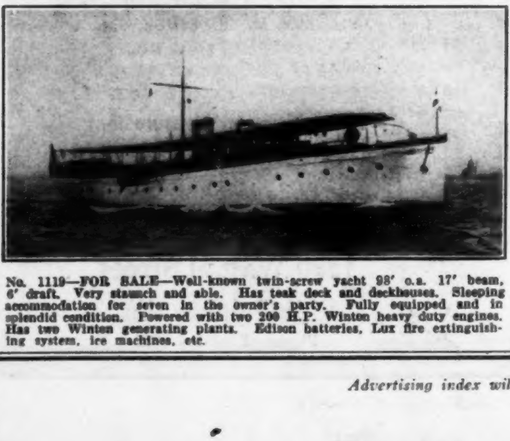


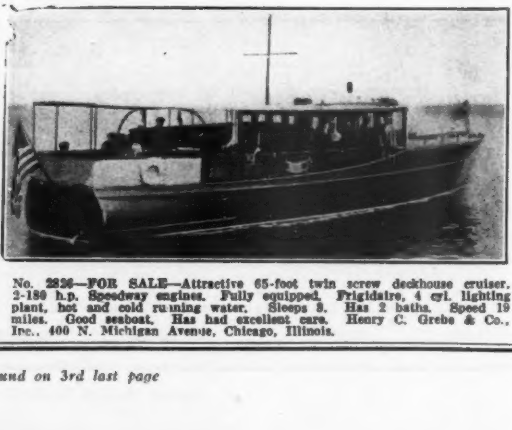
No. 2550—FOR SALE—One of the popular A.C.F. 47 footers. Hall-Scott powered. Has independent lighting plant and complete equipment. An ideal all weather cruising boat with a good turn of speed. Price attractive. Further particulars from Henry C. Grebe & Co., Inc., 400 N. Michigan Ave., Chicago, Ill.



No. 2784—FOR SALE—Recently built 40' deckhouse cruiser. Sleeps six. 100 H.P. reduction gear motor. Speed 14 miles. Forward cockpit. Comfortable deckhouse. Price low for quick sale. Henry C. Grebe & Co., Inc., 400 N. Michigan Ave., Chicago, Illinois.



No. 1119—FOR SALE—Well-known twin-screw yacht 98' o.a. 17' beam, 6' draft. Very staunch and able. Has teak deck and deckhouses. Sleeping accommodation for seven in the owner's party. Fully equipped and in splendid condition. Powered with two 200 H.P. Winton heavy duty engines. Has two Winton generating plants. Edison batteries, Lux fire extinguishing system, ice machines, etc.



No. 2826—FOR SALE—Attractive 65-foot twin screw deckhouse cruiser, 2-180 h.p. Speedway engines. Fully equipped. Frigidaire, 4 cyl. lighting plant, hot and cold running water. Sleeps 8. Has 2 baths. Speed 19 miles. Good seaboat. Has had excellent care. Henry C. Grebe & Co., Inc., 400 N. Michigan Avenue, Chicago, Illinois.

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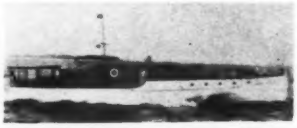
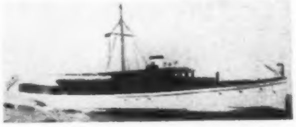
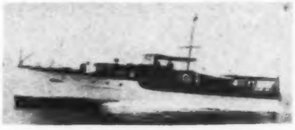


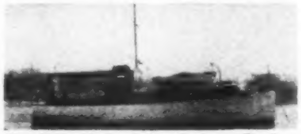
No. 1235—71 ft. Twin Screw Express Cruiser. Designed by Eldredge-McInnis. Fully equipped and guaranteed in perfect condition.



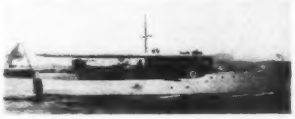
No. 1239—95 ft. Twin Screw Diesel Yacht. Completely equipped. In excellent shape.



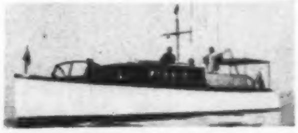
No. 895—75 ft. Twin Screw Express Cruiser, designed by Eldredge-McInnis. Thoroughly equipped, and overhauled in 1930.



No. 1185—38 ft. Cabin Cruiser. Excellent shape. One double with two single berths and uppers in main cabin. Reasonably priced.



No. 4581—71 ft. Twin Screw Power Cruiser designed by Eldredge-McInnis. Completely equipped.



No. 1206—40 ft. Express Commuter, used only one season. Thirty m.p.h. Complete equipment.

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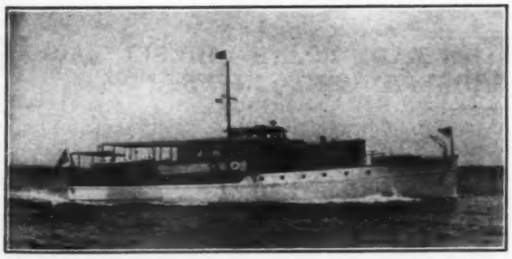
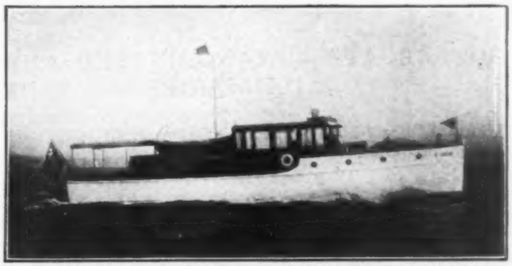
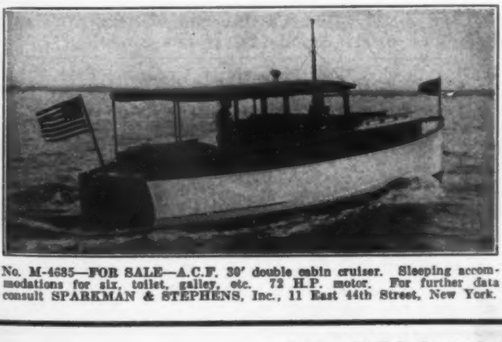


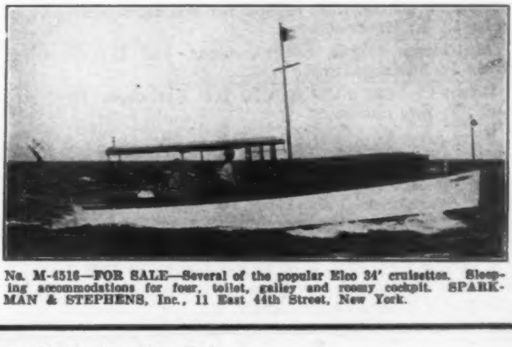
No. M-3414—FOR SALE—Twin screw gas yacht 77' x 15'2" x 3'9". Two double and two single staterooms, deck saloon, two baths, three toilets, etc. For further data consult SPARKMAN & STEPHENS, Inc., 11 East 44th Street, New York.



No. M-4562—FOR SALE—One of several of the popular Dawn 45' Cruisers that we are offering for sale. For prices and locations of available boats consult SPARKMAN & STEPHENS, Inc., 11 East 44th Street, New York.



No. M-4685—FOR SALE—A.C.F. 30' double cabin cruiser. Sleeping accommodations for six, toilet, galley, etc. 72 H.P. motor. For further data consult SPARKMAN & STEPHENS, Inc., 11 East 44th Street, New York.



No. M-4516—FOR SALE—Several of the popular Elco 34' cruisettes. Sleeping accommodations for four, toilet, galley and roomy cockpit. SPARKMAN & STEPHENS, Inc., 11 East 44th Street, New York.

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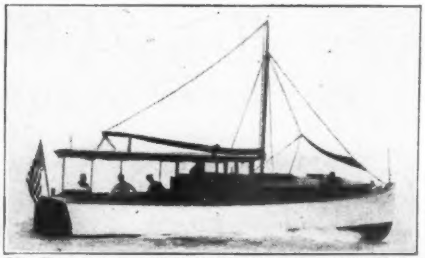
NO. 651—One of the well known Malabar Jr. auxiliary sloops, 29'5" x 23' x 9'9" x 4'11". 4 cyl. Gray motor. These craft are quite fast and exceptionally seaworthy.



NO. 529—Here is an opportunity to buy one of the popular Matthews 38' cruisers at a reasonable price. Condition excellent.

NO. 1214—At last we are able to offer one of the popular double cabin A.C.F. 30' cruisers at a reasonable figure. Sleeps 6. Speed 15 mi.

NO. 833—63' o.a. shoal-draft auxiliary yawl. 2 double staterooms, large cabin. Bargain.

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34' Consolidated Playboat, 180 HP Speedway, 23-24 MPH. In fine condition.

36' Wheeler Playmate, 1929, 2 Chrysler Imperials, 18-20 MPH. Equipment complete. In fine condition throughout.

36' Raised Deck Cruiser, two 28-35 HP Red Wings. In perfect condition; overhauled each year, used 150 hrs.

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38' Matthews double cabin cruiser, 130 HP Sterling Petrel. In fine condition.

45' Dawn Cruiser, 1929, two 70 HP Lathrops. Hull and motors in fine condition.

28' Fifty-fifty Aux. Ketch, 40 HP motor. A good sailer and in fine condition.

93' Mathis Houseboat cruiser, 2 150 HP Wintons. Completely overhauled Fall, 1930, by Mathis Shipbldg. Co. Equipment and furnishings in 1st class condition; must be seen to be appreciated.

50' x 13'6" x 7'1" Aux. Keel Schooner, 15-40 HP Scripps, 7-8 knots. In perfect condition; as a sea-boat, has proved comfortable and easy to handle.

41'10" x 10'3" x 5'2" Aux. Keel Yawl, Standard motor, speed 7 MPH; in very good condition.

62' Specially built Elco, 1930, two 125 HP Elcos. Only used one season. In fine condition.

61'9" x 13'4" x 3'6" Cruiser, two 125 HP Sterling Chevrons. Has had very best care. Owner anxious to obtain a larger boat.

68' A.C.F. Cruiser, 1928, two new 175 HP Hall Scotts. In splendid condition. Price attractive for quick sale.

72' x 17' x 4'4" Cruiser with accomodations of a houseboat. Two 60 HP Standards. In fine condition.

57'3" x 14'4" x 3'9" Houseboat Cruiser. Two 65 HP Lathrops. In fine condition.

65' Mathis Diesel Houseboat. 2 new 60 HP Cummins Diesels; hull, motors and equipment in excellent condition.

98'5" Diesel steel yacht, two 170 HP Bessemer Diesels. Fully equipped and modern in every respect. In fine condition.

101' Mathis Diesel Houseboat, 1929, two 200 HP Winton Diesels. One of the finest yachts afloat; most luxuriously furnished and equipped.

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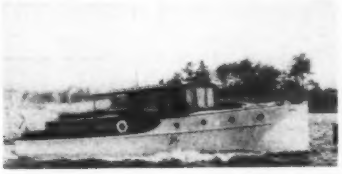

No. 1296—FOR SALE—Staples & Johnson 40′ enclosed bridge deck cruiser. 200 h.p. Kermath. A-1 condition throughout.

No. 1060—FOR SALE—Popular stock model Staples & Johnson 34′ cruiser. Also many other small stock cruisers. Write us your requirements.

No. 1163—FOR SALE—A. C. F. 54′, like new in all respects. Many extras. Twin screw Hall-Scott reduction gear motors. Owner anxious to dispose of it at once.

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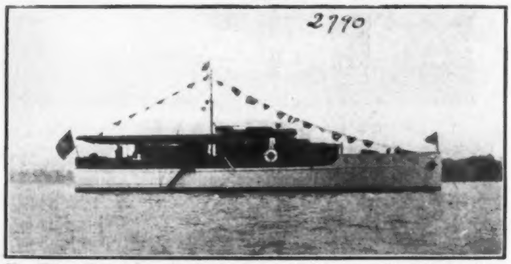
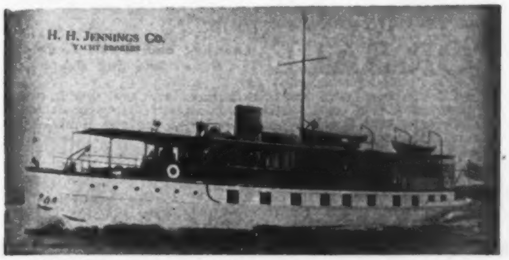
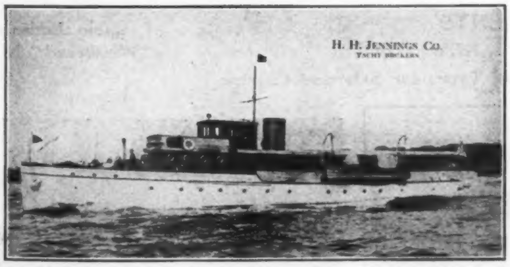


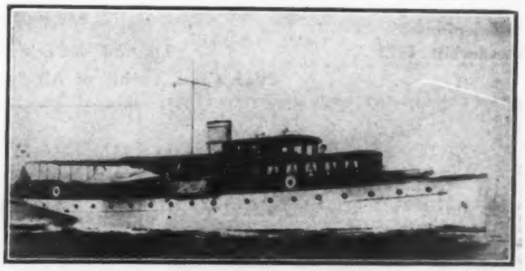
No. 3513—68′ A.C.F. twin-screw power yacht. Large enclosed bridge deck containing living room. Dining saloon in forward deckhouse, contains two berths, toilet room, etc. Three double staterooms aft, also bathroom. Good crew's quarters. Two 175 H.P. Hall-Scott motors, reduction gear, speed 17-18 miles. Price attractive. H. H. JENNINGS COMPANY, 60 East 42nd Street, New York City.



No. 4688—93 ft. twin screw Mathis houseboat. Five large staterooms, three bathrooms, large deckhouse with dining saloon and living room. Good crew's quarters. Two 200 H.P. Winton engines. Speed 14 miles. Hot-water heater. Frigidaire, etc. Strictly up to date, and a splendid proposition.



No. 2659—Twin screw Diesel yacht, 100′x19′x5′. Two double staterooms, two single staterooms. Deck saloon. Three bathrooms. Two 150 H.P. Winton motors. Speed 14-16 miles. Electric generators. Frigidaire icebox. Cruising radius 3,000 miles. Heavily constructed. Splendid seaboat.



No. 3110—85 ft. twin screw power yacht. Two double and two single staterooms. Two bath rooms. Large deckhouse containing dining saloon pilot-house, and living room. Two 100 H.P. motors. Speed 12-13 miles. 110 volt Universal generater. Hot water heat. Splendid cruising yacht. Beautiful condition.

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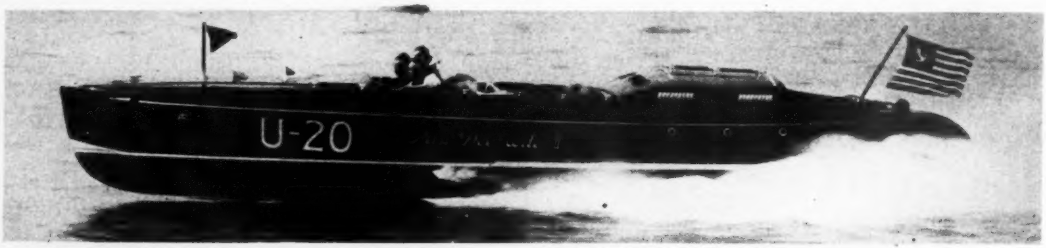
No. 1826—1930, 60′ custom-built Elco. Luxuriously appointed in every detail. Accommodations for owner's party of 6. Cruising speed of 13 m.p.h.

No. 1794—An express cruiser by Luders. 55′ x 11′ x 3′2″. Powered by Speedway. Speed 20-25 m.p.h. Sleeping accommodations for four.



No. 1788—One of the fastest runabouts afloat. Guaranteed for 70 miles per hour. 35′ in length. Powered with two Packard 500 h.p. Liberty Engines. Exceptionally low price for quick sale.

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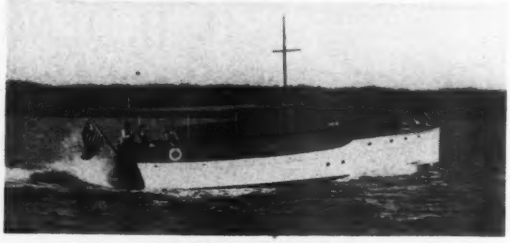

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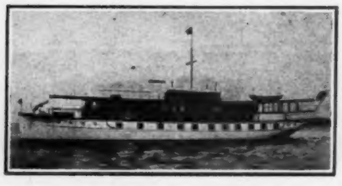
120 ft. Diesel Cruising Yacht



No. 7564
100 ft. Diesel House Yacht

No. 4553
80 ft. Express Yacht

MARKET MoToR BoatinG PLACE

"For Sale" and "Want Advertisements," 10c per word, minimum $2.50 per issue, payable cash with order. For illustrated advertisements, add to the charge for text at 10c per word, the following:

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Cut 1½ inches deep, 3 inches wide	$15
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New advertisements accepted until tenth of month for following issue. To insure insertion in first possible issue send check or money order with your instructions.

Send photograph or negative, which will be returned if requested.

MoToR BoatinG, 57th Street at Eighth Avenue, New York, N. Y.

Chatfield's MARINE INC.
SALES & SERVICE

WINTER STORAGE

HUDSON POINT
FREEPORT, L. I.

Directly North of Jones Inlet

Accessible to All Metropolitan and Long Island Waters

Most Modern Equipment

To Handle Boats Up to 46 Feet

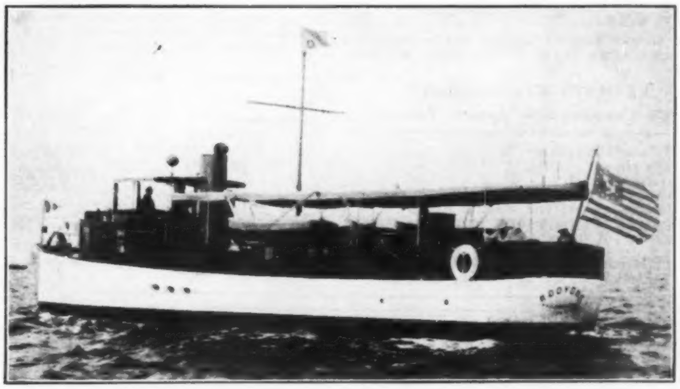
Adjustable Cradles to Fit Any Shaped Hull

Boats Always on Rail System Covering Over 2 Acres

All Motor and Hull Repairs

Phone Now For Reservation

FREEPORT 2012



KOOYONG, 80 ft. Herreshoff twin screw cruiser, is for sale. Now being reconditioned by Herreshoff, who built her. Apply your own broker, who has complete data, or write me for plans, specifications and photographs. Have purchased 120 ft. boat.
W. E. S. DYER, Land Title Building, Philadelphia, Penna.

FOR SALE—Wheeler, 36 feet, standard, double cabin cruiser, with Scripps 172 motor. New 1929. Dinghy, davits, and many other extras. JAMES N. GEHRIG, Fulton Avenue, Hempstead, L. I.

WANTED—Cruiser 40 to 50 feet. Must be in A-1 condition and near New York. Send picture and terms to C. FAST, WGCP, Newark, N. J.

WANTED — Gear Box for Liberty Motor. Edison Hedges, Real Estate and Law Building, Atlantic City, N. J.

1930 CAILLE—B Class racing motor, like new, with factory reconditioned Century Cyclone (latest model) both in perfect condition—a winning outfit—complete for $350.00. L. G. Bushnell, 320 First Avenue, Manistee, Michigan.

MARINE SALVAGE and EQUIPMENT, Navy hulls, 21' to 40', compasses, sextants, polaris, binoculars, etc., propellers, port lights, motors, reverse gears, etc. H. W. Barraclough, 3649 N. 10th St., Philadelphia, Penna.

FOUR CYLINDERS WITH STARTERS

15 H.P. Universal Flexifour	$185
25 H.P. Peerless	275
30 H.P. Brennan	185
35 H.P. Kermath	450
32 H.P. Red Wing	265
45 H.P. Universal SuperFour GLR	285
100 H.P. Wisconsin	350

NO STARTERS

8 H.P. Two cyl., two cycle with gear	$65
12 H.P. Universal C	115

THE BADGER MOTOR COMPANY
Milwaukee, Wis.

FOR SALE—Houseboat built especially for Florida inland waters shallow draft and large enough to accommodate party of six people cruising. Further particulars write, Capt. N. J. Tilghman, Palatka, Fla.

25 RUNABOUTS, fast, seaworthy. Smith design, built by Vanderslice. 100 H.P., F6 Scripps motor, excellent condition, will sacrifice for $875.00 for quick sale. John Oechsle, Salem, N. J.

A REAL OUTBOARD runabout bargain! 17 foot Traveler Jr. (Century) with Johnson 32, electric starting motor, complete with remote controls, used less than 10 hours, like brand new, guaranteed A-1 condition, cost over $900.00, will sacrifice for $545.00. R. M. Maker, 57 Filer Street, Manistee, Michigan.

WANTED 22-ft. seaskiff, preferably Banfield. Also 17-ft. ChrisCraft or Dodge. Also 13-ft. Lyman speed skiff. Inspectable near New York. P. L. B., 1 East 51st Street.

BARGAINS—Johnson racing 32, dual carburetors, run only a few hours, also new 16 and two Big Twins in fine order. L. J. Egelston, Rutland, Vt.

Thirty-foot Belle Isle runabout 225 Hall-Scott. Boat and engine as new. Sacrifice. Capt. B. C. Wallace, Russels' Point, Ohio.

200 H.P. SCRIPPS PARTS
in good condition cheap. The following on hand. Manifold, Cylinder Heads, Electric Starter, Generator, Distributor, Oil Pump, Down Draft Carburetor, Coils, Pistons, Crankshaft, Side Plates.

BRUNS, KIMBALL & CO.,
15th St. & 5th Ave., N. Y. C.

REMANUFACTURED BY GRAY
Save Money Now—1930 Gray "Six-72," remanufactured and warranted same as new........$480 Also Singles, Fours, Sixes, and Eights, both medium-duty and hi-speed styles, of nearly every current Gray Model. All factory rebuilt, carrying standard guarantee the same as new engines. Used engine prices lowest in our history. Older styles and other makes 15-40 h.p. at rock-bottom prices. What size boat have you? We can save you money now.

GRAY MARINE MOTOR COMPANY
680 Canton Street Detroit, Michigan

WINTER BARGAINS
Boats, Engines and Accessories. We have some unusual offerings just now due to contemplated changes by owners, for the 1931 season. Friendship sloops 28' to 45'. Launches and Runabouts 20' to 36', Cruisers—single cabin, double cabin and bridge deck—30' to 85' including Richardsons, Elcos, Matthews, Grays, A C F's and other stock models. Commercial and Fish boats of all sizes and types—straight power and auxiliary. Yachts, Yawls, Sloops and Schooners—a 44' Schooner Yacht, Alden design, a 44' Schooner Yacht (converted fisherman).
Write for prices—Terms for spring delivery can be arranged. Engines—125HP Kermath run only a few months—$700. 65 HP Model FM Sterling, factory rebuilt 1930—$500. 35HP Kermath Model FB $325. 15HP Fay & Bowen GobesT Model $225, and many others. All engines guaranteed. Write us as to your requirements. Our Service is free to you. Remember there is always a market for boats and engines—have you any to offer? We have clients in all parts of the United States.

KNOX MARINE EXCHANGE,
YACHT & SHIP BROKERS,
CAMDEN, MAINE

"Twenty-foot yacht-tender. Cedar and mahogany. Excellent lines. Good sea-boat. Perfect condition. Photographs and specifications furnished. $500. Frazier, 378 Harvard Street. Cambridge, Mass.

FOR SALE: One 30-ft. "Wheeler" fast cabin cruiser. Sleeps four. Has forward cockpit; 125 horsepower Chrysler motor. Built August, 1929; used but little. Has had finest of care; cannot be told from new boat. Stands owner equipped as it is today about $7,000.00. Will be sold to first offer of $2,900.00 in cash if sold this month. Privately owned. David L. Goldberg, 54 Church Street, Hartford, Connecticut.

40 H.P. LATHROP
completely equipped and just rebuilt—absolutely like new—bargain.

BRUNS, KIMBALL & COMPANY,
5th Ave. & 15th St., New York City

BOATS & ENGINES
NEW AND USED

The Bruns Kimball Anchorage

BRUNS, KIMBALL & CO., Inc.
FIFTH AVENUE, Corner 15th St., NEW YORK
Telephone Algonquin 0800

CASH OR PAYMENT PLAN
LARGEST SHOWROOM IN THE INDUSTRY!

FACTORY REBUILT KERMATH ENGINES

Pick Yours from This List

6-8 H.P. Unit F.	$ 240
20 H.P. Unit F	405
65 H.P. B.E.F.	1015
150 H.P. "L" Head B.B.E.	1500
150 H.P. "O" Head B.B.E. "1927"	1300
150 H.P. "O" Head B.B.E. "1928"	1445
150 H.P. "O" Head B.B.E. "1929	1615
200 H.P. B.B.E.	1725

These Motors have the factory guarantee of one year on them. They are bargains at these prices.

KERMATH MFG. COMPANY

5879 Commonwealth Avenue, Detroit

2—1929 Speeditwin Evinrude
1—32 Sea Horse
1—11' Lyman
1—13' Mahogany finish special Lyman runabout with steering wheel and electric lights.
26' Dart, 225 Kermath with four wheel trailer. Complete outfit in excellent condition and very fast.
Matthews Richardson
J. A. SCARLETT, 436 E. 2nd St., Cincinnati, O.

50 USED BOAT BARGAINS

Stock and custom built — Elcos — Richardsons Banfield — Wheeler — Matthews — Chris Craft Dodge — Dee Wite, etc. Boats bought now reconditioned. Stored free until Spring.

Now on Exhibition the New 1931

RICHARDSON & MARBLEHEAD CRUISERS

F. D. HOMAN, Agent

Richardson—Marblehead—Dee Wite
Trades—Terms—Demonstrations—Open Sundays
78 Riverside Ave., Amityville, L. I., N. Y.

Pair 300 H.P. Sterling Vikings completely equipped and in first class condition. Motors have been continuously under the care of a full time engineer and can be put into immediate service. Inspectable around N. Y. C. Bargain.
BRUNS, KIMBALL & CO.,
15th St. & 5th Ave., N. Y. C.

LIBERTY twelves and sixes with or without conversion, cylinders, pistons and all parts. F T. Holliday, Indianapolis.

WANTED:

Seagoing Alden auxiliary Ketch or Schooner, 45 to 50 ft. OA; or Dawn 45' or 48', or Elco 45' or 50'; twin screw. Must not be over five years old. Willing to pay up to $8000. Must have full inventory. Please give fullest details. Rs Box 281, MoToR BoatinG.

FOR SALE—Two 125 Horsepower Kermath six cylinder motors, good as new having been run less than three hundred hours. Also two Zenith SV7 1¼ inch carburetors used six months. Write Pillsbury Bros., Palmetto, Fla.

WANTED: Pair Hall-Scott reduction gear engines, 175 H.P. H. D., secondhand.
Probably in summer 1931 or later, yachtsman contemplating change, please communicate. . . .
Address Box 289, MoToR BoatinG.

Latest type 225 horsepower L. M. 6 Hall-Scott. Like new complete equipment. Sacrifice. Capt. B. C. Wallace, Russells' Point, Ohio.

STATEMENT OF THE OWNERSHIP, MANAGEMENT, CIRCULATION, ETC., REQUIRED BY THE ACT OF CONGRESS OF AUGUST 24, 1912,

Of MoToR BoatinG published monthly at New York, N. Y., for October 1, 1930:

State of New York } ss.
County of New York }

Before me, a Notary Public in and for the State and county aforesaid, personally appeared C. F. CHAPMAN, who, having been duly sworn according to law, deposes and says that he is the Business Manager of MoToR BoatinG and that the following is, to the best of his knowledge and belief, a true statement of the ownership, management (and if a daily paper, the circulation), etc., of the aforesaid publication for the date shown in the above caption, required by the Act of August 24, 1912, embodied in section 411, Postal Laws and Regulations, printed on the reverse of this form, to wit:

1. That the names and addresses of the publisher, editor, managing editor, and business managers are:
Publisher, International Magazine Company, Inc., 959 Eighth Ave., New York City; Editor, C. F. Chapman, 959 Eighth Ave., New York City; Managing Editor, none; Business Manager, C. F. Chapman, 959 Eighth Ave., New York City.

2. That the owner: (If owned by a corporation, its name and address must be stated and also immediately thereunder the names and addresses of stockholders owning or holding one per cent or more of total amount of stock. If not owned by a corporation, the names and addresses of the individual owners must be given. If owned by a firm, company, or other unincorporated concern, its name and address, as well as those of each individual member, must be given.)
International Magazine Co., Inc., 959 Eighth Ave. Sole Stockholder Hearst Magazines, Inc., 959 Eighth Ave., Sole Stockholder, Star Holding Corp., care Corporation Trust Co. of America, Wilmington, Delaware, Sole Stockholder, W. R. Hearst, 137 Riverside Drive, New York City.

3. That the known bondholders, mortgagees, and other security holders owning or holding 1 per cent or more of total amount of bonds, mortgages, or other securities are: (If there are none, so state.) None.

4. That the two paragraphs next above, giving the names of the owners, stockholders, and security holders, if any, contain not only the list of stockholders and security holders as they appear upon the books of the company but also, in cases where the stockholder or security holder appears upon the books of the company as trustee or in any other fiduciary relation, the name of the person or corporation for whom such trustee is acting, is given; also that the said two paragraphs contain statements embracing affiant's full knowledge and belief as to the circumstances and conditions under which stockholders and security holders who do not appear upon the books of the company as trustees, hold stock and securities in a capacity other than that of a bona fide owner; and this affiant has no reason to believe that any other person, association, or corporation has any interest direct or indirect in the said stock, bonds, or other securities than as so stated by him.

5. That the average number of copies of each issue of this publication sold or distributed, through the mails or otherwise, to paid subscribers during the six months preceding the date shown above is (This information is required from daily publications only.)

C. F. CHAPMAN,
Business Manager.

Sworn to and subscribed before me this 24th day of September, 1930.

G. E. STAHL,
Notary Public Queens County No. 1754. Reg. No. 5463
Certificate filed in N. Y. County No. 133, Reg. No. 1S190
Commission expires March 30th, 1931

BOAT BUYERS ATTENTION
Best selection of used runabouts and cruisers in the Metropolitan District awaits your selection at our shipyard. Chriscraft, Hackercraft, Richardson, Banfield, Matthews, Elco, Lawley.
See the 1931 Fairhaven Sea Skiffs.
FAIRHAVEN YACHT WORKS, INC.,
BUILDERS OF FAST SEDAN SEA SKIFFS
One mile from Red Bank at FAIRHAVEN, N. J. Phone Red Bank 3010.

CORWITH CRAMER
Yacht Broker
228 N. LA SALLE ST., CHICAGO

Special Fall Offerings in Power Yachts

No. 2008—110'x15'x6', powered with twin Kahlenberg Diesels, 1928. Speed, 12 m.p.h. 4 staterooms. 2 showers. Bargain.

No. 2010—70'x14'x4', powered with twin Hall-Scotts, 175 h.p. ea. Speed, 15 m.p.h. 2 double and 1 single stateroom. Price attractive.

No. 2012—Twin screw, steel cruising yacht, 115'x 17'6"x6'. Built by Lawley. 3 single and 2 double staterooms. Excellent condition. Price attractive for quick sale.

STANDARDIZED CRUISERS

Matthews "38" and "46" cruisers, single and double cabin models. $4000 up.

ACF "47," built 1926. Speed 12-14 m.p.h. Sleeping acc. for 4-6. Crew's quarters. Price $9500. Also ACF "30" double cabin, model 1929, for $3500.

Elco "42" Cruising Yacht. Built 1928. 2 staterooms, enclosed deck house. Berths for crew. $12,000.

Corsair 30' Cruiser. Built 1930. 18 m.p.h. Acc. for 4.

Distributor for
Corsair Cruisers **Cape Cod Sail Boats**
WHEELER SHIPYARD

USED MARINE ENGINES!

Our Annual Clearance!!

Each year, in order to make room for our new stock, we offer a large number of fine high-grade marine motors at ridiculously low prices. Many of those offered are worth double and triple what we have priced them at. If you don't believe they are bargains, ask one of the purchasers at previous year's sales. Select the one that interests you and send in 50% of the listed price. Remember, the first deposit gets the engine.

THIS YEAR'S UNBEATABLE VALUES!

200 H.P.	8 cylinder	Van Blerck	$400.00
190 H.P.	6 cylinder	Loew Victor Harbeck	300.00
170 H.P.	8 cylinder	Sterling	600.00
150 H.P.	8 cylinder	Sterling	400.00
150 H.P.	4 cylinder	Sterling Dolphin	800.00
100 H.P.	6 cylinder	Scripps	600.00
90 H.P.	4 cylinder	Sterling	350.00
74 H.P.	4 cylinder	Van Blerck	500.00
60– 85 H.P.	6 cylinder	Scripps	250.00
60 H.P.	6 cylinder	Speedway	250.00
50–100 H.P.	6 cylinder	Peerless	350.00
50– 85 H.P.	6 cylinder	Sterling	250.00
30– 45 H.P.	4 cylinder	Sterling	250.00
25– 40 H.P.	4 cylinder	Sterling	150.00
24 H.P.	4 cylinder	Palmer Model NL	150.00
18– 27 H.P.	3 cylinder	Standard	200.00
16– 20 H.P.	4 cylinder	Peerless	100.00
16 H.P.	4 cylinder	Regal	150.00
14 H.P.	2 cylinder	Bridgeport	75.00

BRUNS, KIMBALL & CO., 15th St. & 5th Ave., New York City

G. D. Ames *George V. V. Brothers*

Ames & Brothers

Yacht Brokers

510 Lexington Avenue *Wickersham 2-3169* *New York, N. Y.*

For Sale

ONE NEW
DIESEL GENERATING PLANT
7½ K. W.

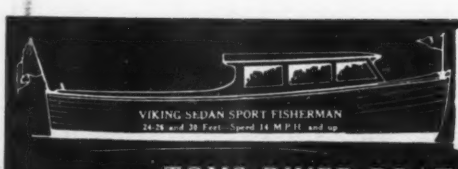
TWO NEW
V-12 Cylinder 6" x 8"
DIESEL ENGINES
300 H. P. each

Details on Request

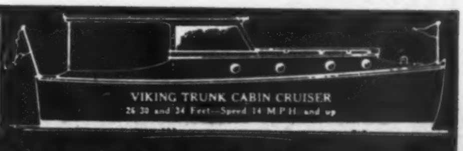
Box M
c/o MoToR BoatinG, 57th St. & 8th Ave., New York, N. Y.

"WANTED:

To trade my 1929 38 ft. Open Bridge Deck, double cabin Matthews; 200 horsepower Sterling Petrel Engine for a used 50 or 55 ft. Cruiser. Will pay some cash for right boat. Forward description with your best offer to Box No. 287, MoToR BoatinG.


VIKING SEDAN SPORT FISHERMAN
24-26 and 30 Feet—Speed 14 M.P.H. and up

NEW 1931
Viking Seaskiffs Now Ready
Visit our factory showroom at Toms River and inspect the interesting new 1931 models; Sedan Cruisers and Sport Fisherman.


VIKING TRUNK CABIN CRUISER
26-30 and 34 Feet—Speed 14 M.P.H. and up

TOMS RIVER BOAT WORKS, INC.—*40 Years a Boat Yard*
Builders of Fine Sea Skiffs—Storage—Repairs TOMS RIVER N. J.

MoToR BoatinG Advertising Index

Prices quoted in Advertisements are subject to change without notice

A

A. C. Spark Plug Co. 126
American Car & Fdry. Co. 14 & 15
American Engineering Co. 6
American Outboard Drive Corp. 140
American La France & Foamite Corp. 122
Ames & Brothers 173
Appel & Co., S. 136
Atkin, William 82
Atlantic Radio & Marine Co., Inc. 156

B

Bahl Chemical Co. 160
Bailey, Harold H. 82
Balubricote 160
Beckhard, Bruno 157
Black & Yates, Inc. 110
Bosch Magneto Co., Robert 130
Bowler, Holmes & Hecker Co. 122
Bowes, Thomas D. 82
Boyd-Martin Boat Co. 156
Brooks Boat Co. 126
Bruns, Kimball & Co., Inc. 172 & 173
Buda Co., The 111
Buffalo Gasoline Motor Co. 137
Burger Boat Co. 9

C

Caille Motor Company 149
Cape Cod Ship Bldg. Co. 138
Carlisle & Finch Co. 114
Century Boat Co. 151
Chatfield Marine Sales Co. 171
Chris-Craft Corp. 20
Chrysler Sales Corp. 4
Circulation Dept. 104
City of Miami Beach 83
Classified Advertisements 171 to 173
Climax Cleaner Mfg. Co. 12
C-O-Two Fire Equipment Co. 116
Columbian Bronze Corp. 107
Columbia Dry Batteries 144
Conklin Brass & Copper Co., T. E. 112
Consolidated Ship Building Corp. 175
Cooper-Bessemer Corp., The 85
Cox & Stevens, Inc. 82-162
Cramer, C. 172
Crosley Radio Corp., The 2nd Cover
Cross Gear & Engine Co. 159
Cunningham, Allan 130

D

Dart Boats, Inc. 108
Dawn Boat Corp. 18
Deering, A. M. 170
Dee Wite Boats 13
DeGrauw Aymar & Co. 120
Detroit Aircraft 130
Dodge Boat & Plane Corp., Horace E. Back Cover & 133
Dunphy Boat Mfg. Co. 16
Duplex Marine Engine Oil 3
Dwight Lumber Co. 13

E

Eastman Flying Yacht 130
Elco Works 7
Eldredge-McInnis, Inc. 167
Eldridge, William M. 165
Electric Storage Battery Co. 5
Enterprise Oil Co. 3

F

Fairform Flyer 29
Faybow Boats, Inc. 160
Ferdinand Co., L. W. 132
Fleetwing Yacht & Shipbuilding Corp. 106

G

Gielow, Henry J., Inc. 161
Goodrich Rubber Co., B. F. 31
Gray Marine Motor Co. 74 & 75
Grebe & Co., Inc., Henry 166
Gross Mechanical Laboratory 112
Gulf Refining Co. 142

H

Hacker Boat Co. 113
Hall-Scott Motor Car Co. 95
Hanson, Thomas S. 82
Hathaway Machinery Co. 124
Hill Diesel Engine Co. 102
Holley Carburetor Co. 24
Hopkins Carter Hardware Co. 84
Holl-Craft 136
Hooton, Gordon B. 157
Huckins Yacht Corp. 29
Homelite Corp. 122
Howard, Wm. Lee 168
Hyde Windlass Co. 105

I

Indiana Quartered Oak Co. 114
International Nickel Co., The 176

J

Jennings Co., H. H. 169
Johnson Motor Co. 1
Jones, Frank Bowne 170

K

Kainer & Company 87
Kapo Products Co. 160
Kermath Mfg. Co. 121
Kidde & Co., Inc., Walter 21
King Boat Works 137
Koven & Brothers, L. O. 118
Kuhls, H. B., Fred 103
Kyle, S. Clyde 10

L

Laughlin, Thomas 86
Livingston Co. 128
Lobee Pump & Machinery Co. 137
Lodge Motors, Inc. 22
Looschen, John W. 124
Luders Marine Constr. Co. 129
Ludington Aircraft, Inc. 96
Lux Fire Extinguishing System 21
Lycoming Mfg. Company 8
Lyon, Howard W. 134
Lyman Boat Works 159

M

Main Sheet, The 140
Major, H. W. 132
Marine Publishing Co. 140
Matthews Co., The 90 & 91
Maxim Silencer Co. 23
Mengel Co., The 134
Millard, Brewster & Chambers 170
Monnier Bros. & Co. 128
Morse Chain Co. 128
Motor Boat Mart 115
Mullins Mfg. Corp. 160
Murray & Tregurtha, Inc. 79

N

National Carbon Co. 144
National Lock Washer Co. 143
Naval Architects & Yacht Brokers 82
N. Y. Yacht, Launch & Engine Co. 88-170
New Jersey Paint Works 137
Niagara Motors Corp. 117

O

Oberdorfer Brass Co., M. L. 120
Outboard Motors Corp. 73
Outboard Motor Boating Section 141 to 160
Ovington's 69
Owens Boat Co. 98

P

Palmer Bros. Engines, Inc. 89
Pantasote Co., Inc., The 94
Paragon Gear Works 92
Penn. Valley Refining Co. 153
Penn Yan Boat Co., Inc. 156
Pennzoil Co., The 159
Perkins Marine Lamp Co. 139
Pioneer Instrument Co. 11
Portable Light Co., The 134

R

Rajah Co. 118
Red Wing Motor Co. 123
Regal Gasoline Engine Co. 110
Richardson Boat Co. 119
Robinson Marine Constr. Co. 25

S

Sands & Son, A. B. 81
Sanford, Harry W. 166
Savage Boat Co., Ltd. 157-169
Schellenberg, B., & Sons 139
Scripps Motor Co. 17-93-109
Sea Sled Corpn., The 97
Shipbuilding & Motor Equipment, Ltd. 136
Skiboard Corpn. 156
Silver Suds Mfg. Co. 139
Smith, Edward & Co. 2
Snow & Petrelli Mfg. Co. 125
Southern Aircraft Corp. 156
Sparkman & Stevens, Inc. 167
Stannus Propeller Corp. 159
Staples, Johnson & Co. 99
Stearns-McKay & Co. 116
Sterling Engine Co. Inside Back Cover
St. Clair Iron Works 159
Sturges Anchor Hoist Co. 136

T

Tams, Inc. 163
Thompson Brothers Boat Mfg. Co. 159
Tiebout, W. & J. 132
Toms River Boat Works, Inc. 173
Topping Bros. 118

U

United States Motors Co. 135
Universal Motor Co. 101-131

V

Vacuum Oil Co. 155
Vimalert Co. 100
Vinyard Shipbuilding Co. 71

W

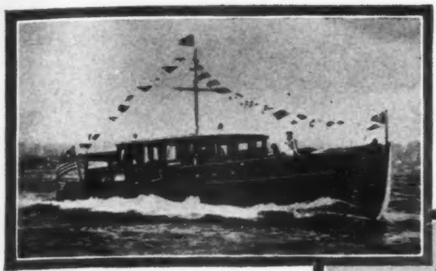
Walsh, Bugbee Co. 139
Welch, J. B. 156
Wells, Inc., John H. 164
Wheeler Shipyard 127
Whitney Woodcraft Corp. 126
White & Co., Kelvin & Wilfred O. 124
Wilcox, Crittenden & Co. 77
Willard Storage Battery Co. 120
Willis Co., E. J. 106
Winton Engine Co. 19
Wood, Inc., Gar 26
Woolsey Paint & Color Co., C. A. 138

Y

Yachtsman's Service Agency 168

Z

Zeiss, Inc., Carl 82
Zenith-Detroit Corp. 137



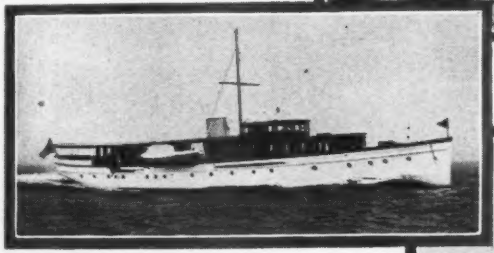
BE AN OPTIMIST—THINK OF GLORIOUS DAYS ON THE WATERWAYS *in a* CONSOLIDATED *boat*

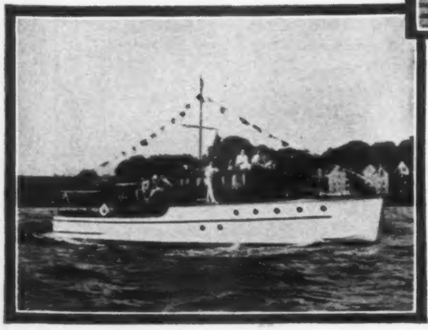
● Doubtless you have thought many times of the joy of owning your own boat... of the big dividends such an investment would pay you and your family in the healthful, leisurely, out-of-door life of the yachtsman.

● No need to tell you of the happiness that these fine Consolidated-built boats are bringing their fortunate owners. Swift day trips... restful week-end sails... glorious vacation cruises... travel by waterways to all the pleasures the coastline offers—to zestful shore recreation... followed by refreshing nights upon the sea.

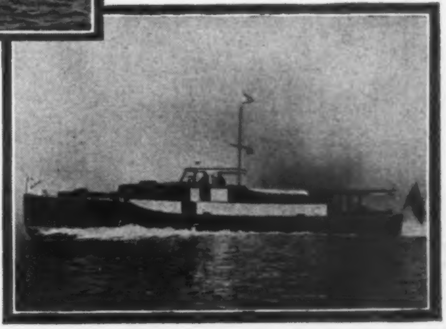
● Consolidated has planned and built and powered many of the finest craft afloat. And everywhere the phrase "Built by Consolidated" means the highest degree of beauty, comfort and seaworthiness.

● Consolidated offers you... without the slightest obligation ... a consultation and planning service by a staff of designers and marine engineers of traditional skill and understanding. It will be a pleasure to them to discuss with you the subject of boats... to tell you just what Consolidated can achieve for you within your own requirements.





● Time is an important element... why not write to us *now* for illustrated booklets regarding whatever size or type of boat or power plant you may have in mind for Southern use—or the 1931 season.



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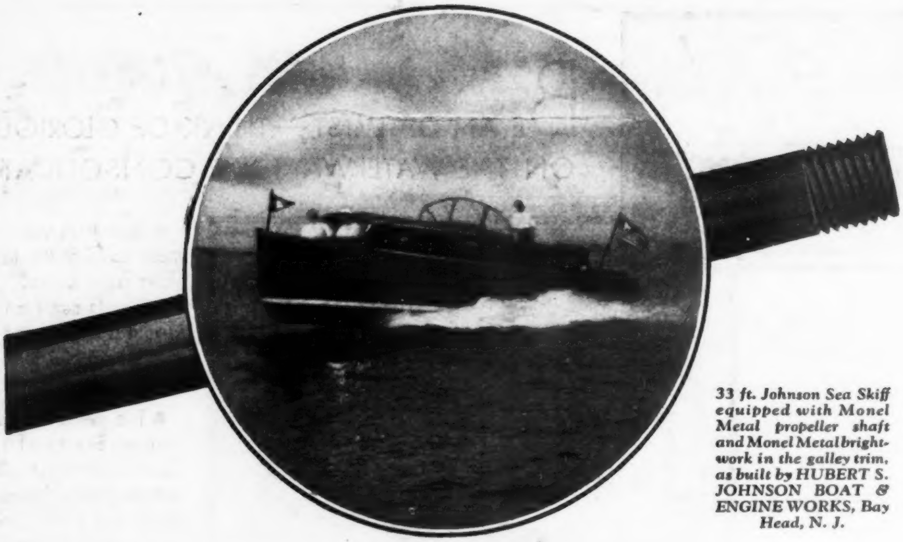
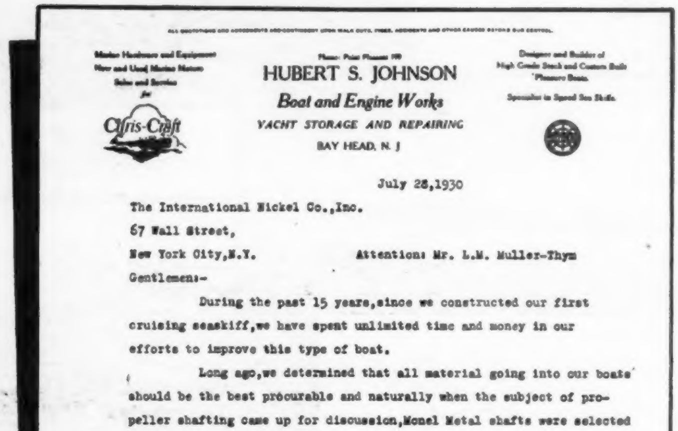


33 ft. Johnson Sea Skiff equipped with Monel Metal propeller shaft and Monel Metal brightwork in the galley trim, as built by HUBERT S. JOHNSON BOAT & ENGINE WORKS, Bay Head, N. J.

Monel Metal Shafts

standard equipment on Johnson Sea Skiffs



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Specialist in Speed Sea Skiffs.

July 28,1930

The International Nickel Co.,Inc.
67 Wall Street,
New York City,N.Y. Attention: Mr. L.M. Muller-Thym

Gentlemen:-

During the past 15 years,since we constructed our first cruising seaskiff,we have spent unlimited time and money in our efforts to improve this type of boat.

Long ago,we determined that all material going into our boats should be the best procurable and naturally when the subject of propeller shafting came up for discussion,Monel Metal shafts were selected and given drastic service tests.

You will undoubtedly be pleased to learn that in every case Monel Metal shafts have eliminated vibration and reduced upkeep expense to our customers' entire satisfaction.Monel Metal shafts are now standard equipment on our 33 foot Johnson seaskiffs.

Very Truly Yours,

President

NOTICE—ALL BOATS, MOTORS OR ACCESSORIES WHILE UNDER REPAIRS OR IN STORAGE ARE HELD ONLY AT OWNER'S RISK.

The same properties that make Monel Metal so valuable for propeller shafts, also make it the ideal metal for many other marine parts and fittings. Monel Metal is available in the following shapes and forms: sheets, tubing, strip, wire rope, wood screws, nails, rivets, bolts and nuts, lag screws, etc. Have your next boat put together with Monel Metal wood screws.

For detailed information about Monel Metal in any form, write to The International Nickel Co., Inc.

Monel Metal shafts increase the life of babbitt or bearing bronze and are especially recommended with Goodrich Cutless rubber bearings.

MONEL METAL

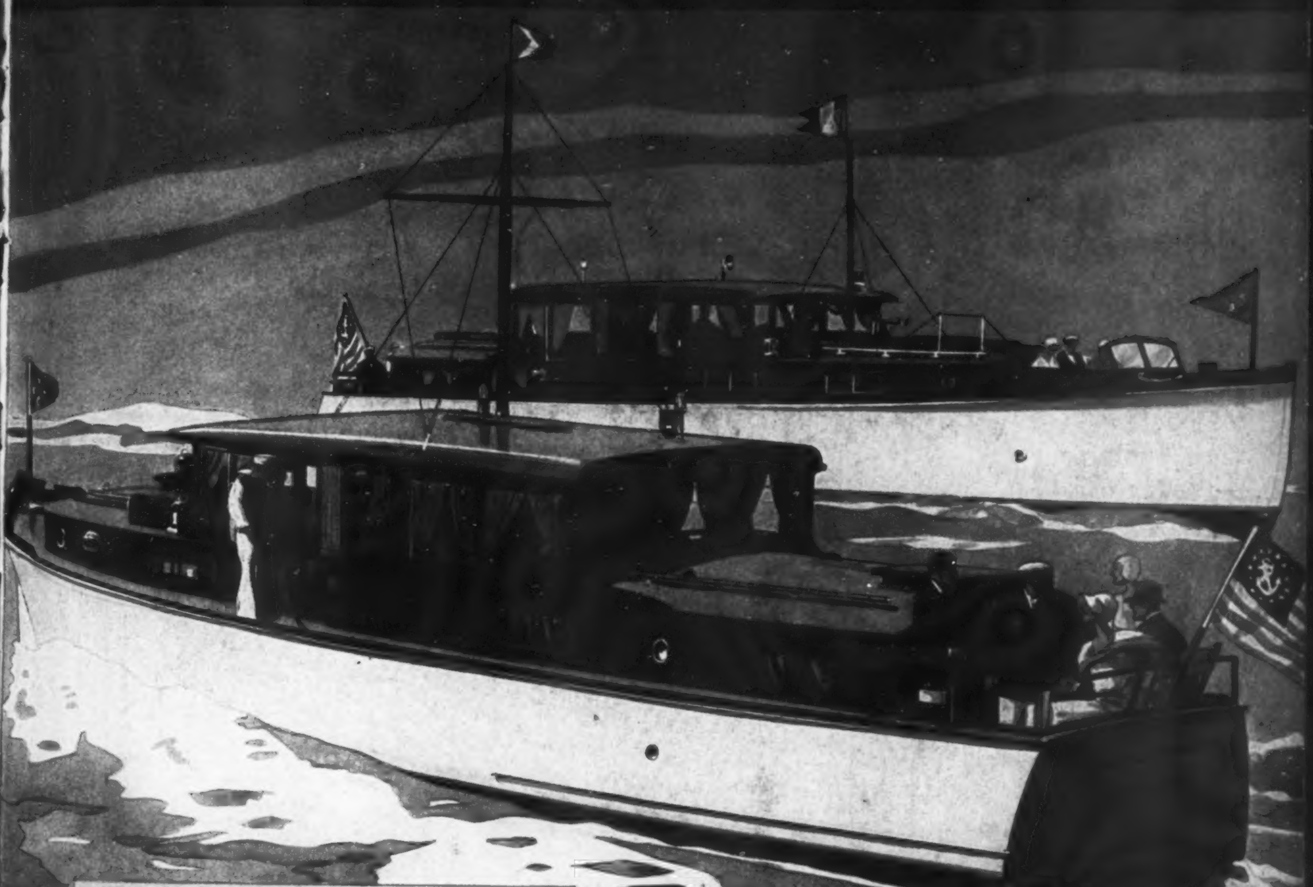
Monel Metal is a registered trade mark applied to a technically controlled nickel-copper alloy of high nickel content. Monel Metal is mined, smelted, refined, rolled and marketed solely by International Nickel.

THE INTERNATIONAL NICKEL COMPANY, INC., 67 WALL STREET, NEW YORK, N. Y.

Advertising index will be found on 3rd last page

MATTHEWS

40TH ANNIVERSARY SERIES



38 ft. Double Cabin Cruiser
(in foreground)

46 ft. Sport Cruiser
(in background)

THE new models of Matthews boats are worthy to represent, not only their 40th, but the 50th Anniversary. In appearance and value they are 10 years ahead of what could be expected of this remarkable builder.

Matthews install the Sterling Petrel engine on request. The 180 H. P. engine is selected. It is the same as the 200 H. P. Petrel, excepting that compression and revolutions are adjusted to the propeller speed. *The speed you run it in a Matthews cruiser is* 1800 R. P. M.

THE PETREL IS 16% LARGER

779 cubic inch piston displacement

The Petrel has a 7 bearing crankshaft, counter-weighted and dynamically balanced.

The Petrel is safely carbureted.

The Petrel has a strong Sterling clutch and reverse gear, with engine speed in reverse.

The Petrel delivers 180 to 200 H. P. at 1800 to 2000 R. P. M.

It operates at a conservative speed, therefore gives better service.

The Petrel is the better buy.

THE PETREL IS THE MOST POWERFUL OF THE 200 H. P. CLASS OF ENGINES.

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1043 Commonwealth Avenue,
Distributors, Boston.
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5th Avenue at 15th Street,
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STERLING ENGINE CO
BUFFALO, N.Y.

FROM THE 30 M.P.H. 16 FOOTER TO THE 45 M.P.H. 28 FT. SPEEDSTER, ALL DODGE BOATS ARE ALIKE IN QUALITY

NOW DODGE BOATS join with tarpon, sailfish and sunshine to lure the northern sportsmen - - - A constant stream of boats flows out from Newport News for southern waters to meet the imperative demand for fine boats at low prices - - - More Dodge Boats are on their way to South America and Europe's winter playgrounds on the sunny Riviera - - - Still more hundreds now speeding through the great Dodge plant will accumulate there in anticipation of the Spring demand for these fleet, sleek boats - - - a demand that will surely outstrip the unprecedented acceptance of last year - - - With Christmas so near at hand Spring is truly just around the corner - - - For those whose eagerness is keen, Dodge suggests a gift order for a Dodge Boat to be delivered when and where you will - - - months of anticipation added to still more months of joyous realization - - - Dodge Boats in 16, 21, 25 and 28-foot lengths, with speeds of 30, 35, 38 and 45 miles an hour, suit every boating purpose - - - Prices of $945, $2100, $2500 and up to $4500, F. O. B. Works, meet every requirement of every purse - - - Complete catalog on request.

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